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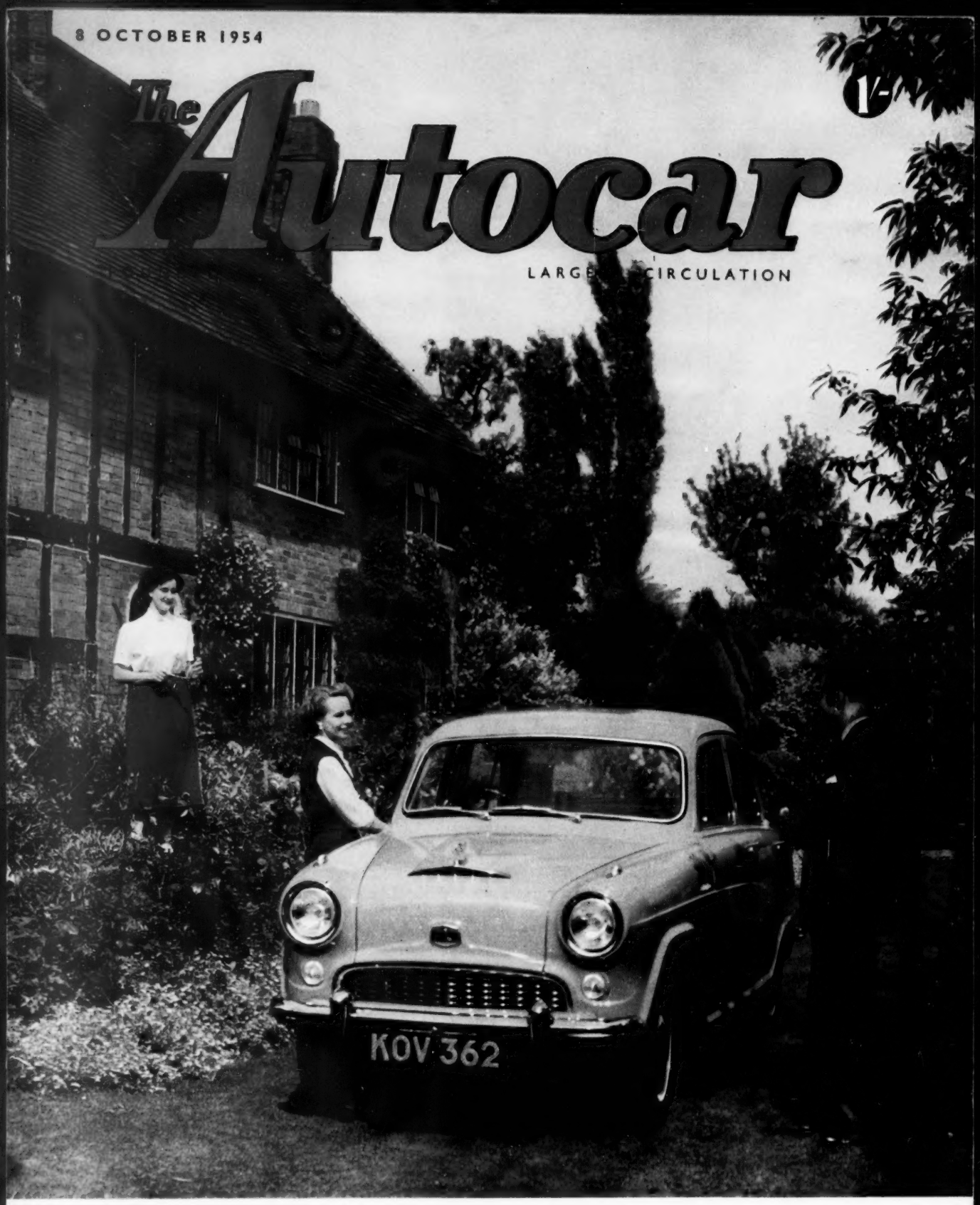

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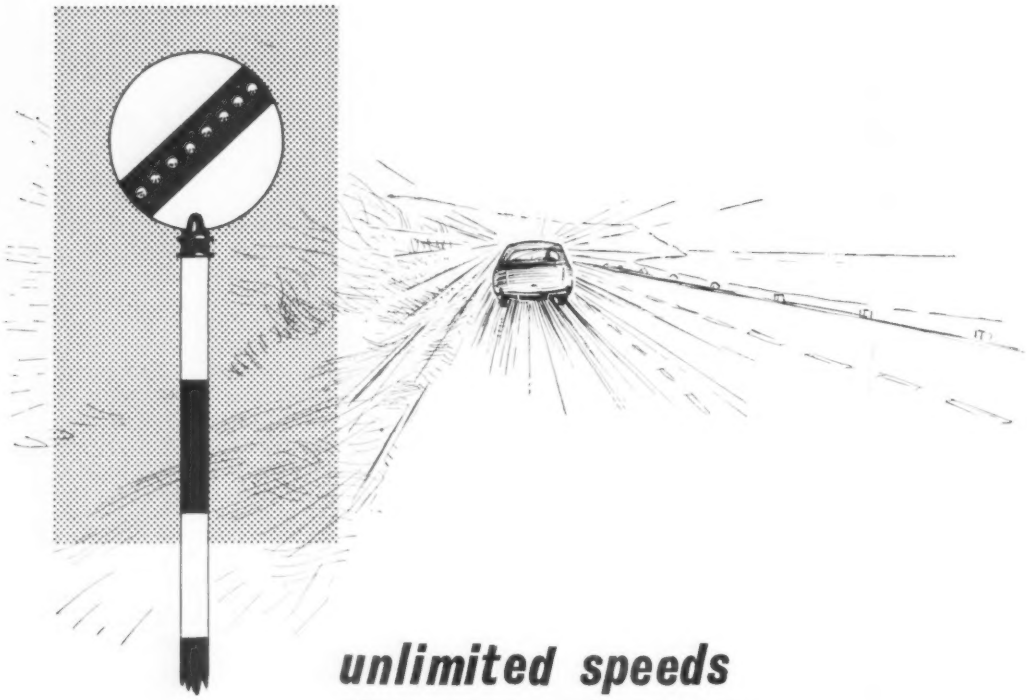

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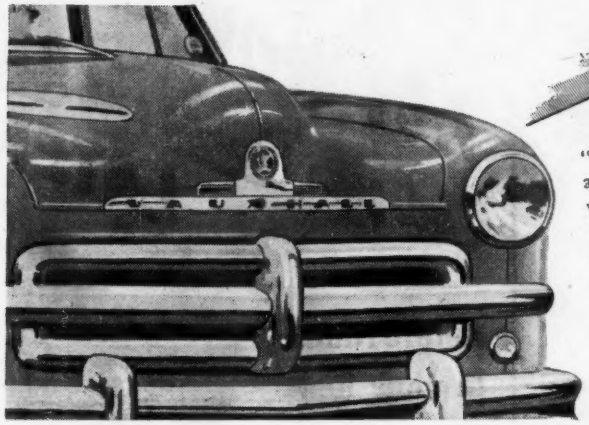

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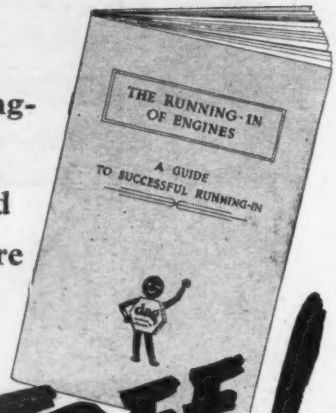

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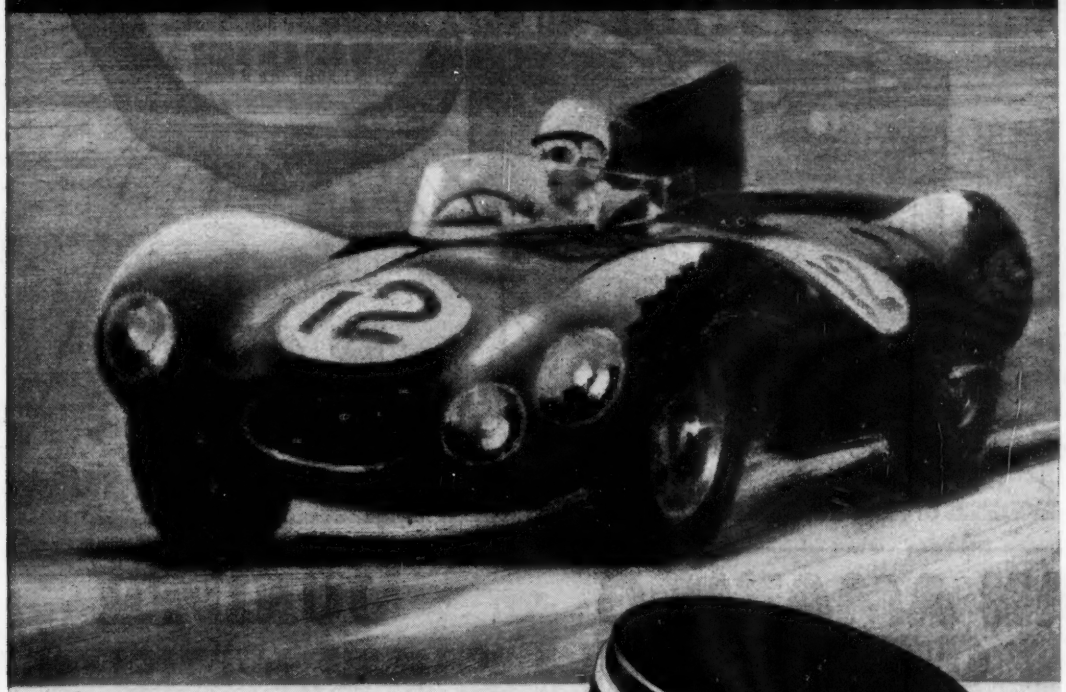

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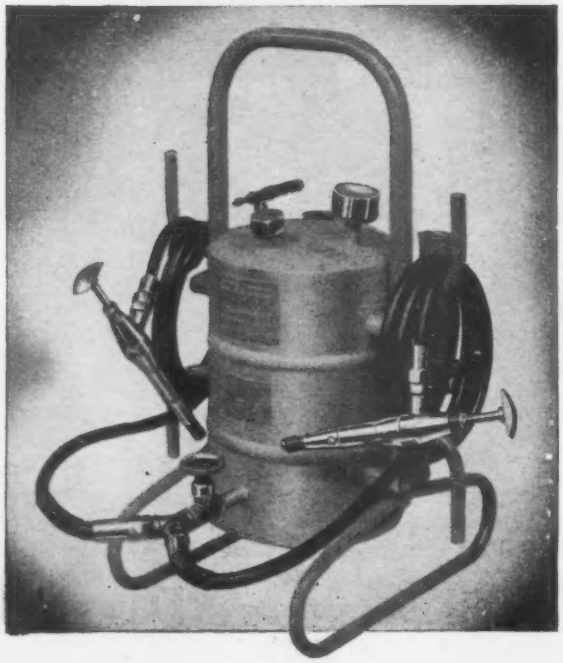

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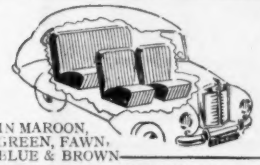

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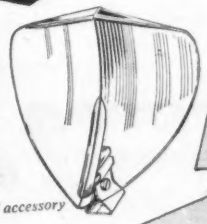

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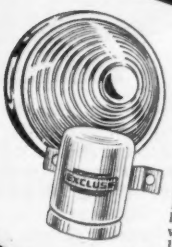

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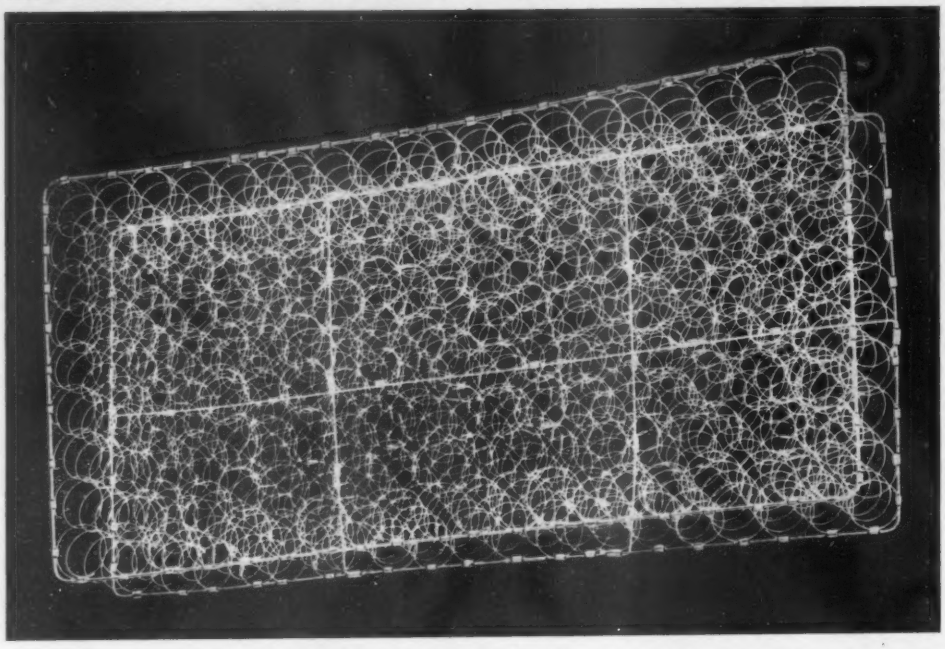

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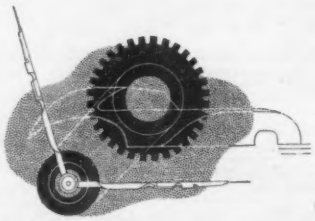

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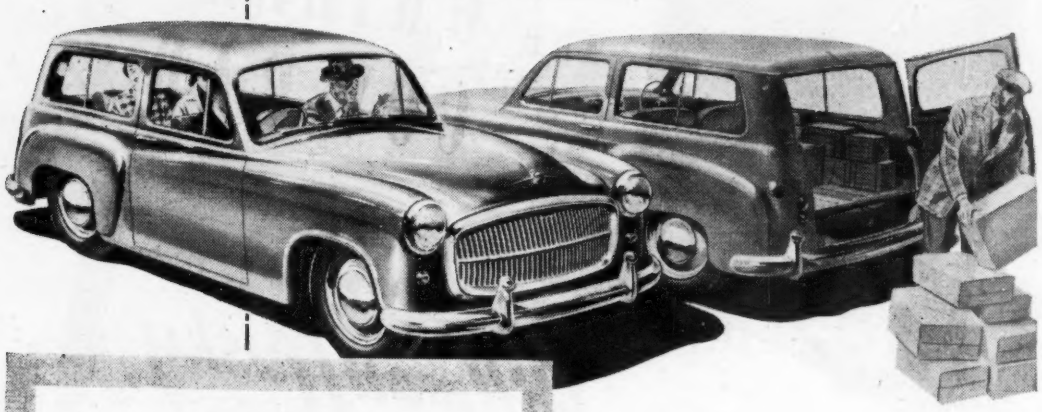

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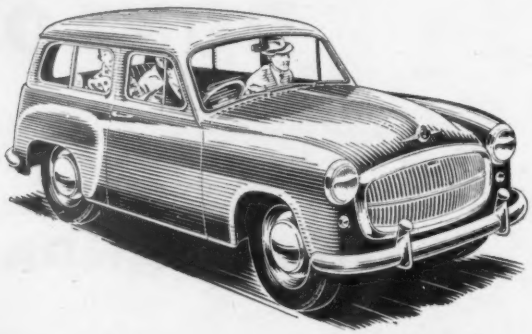

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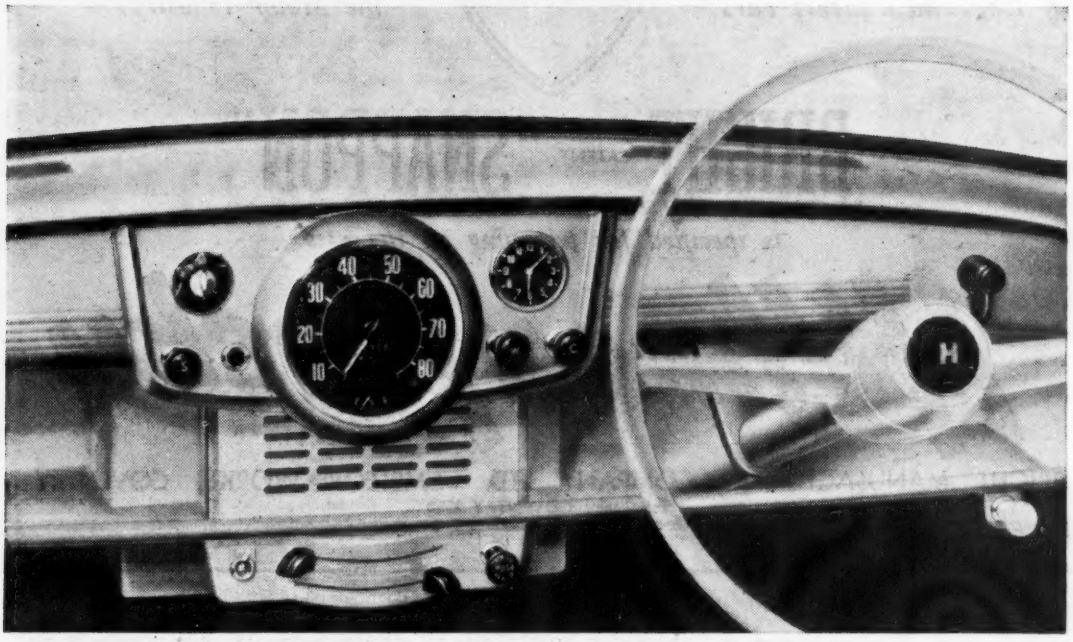

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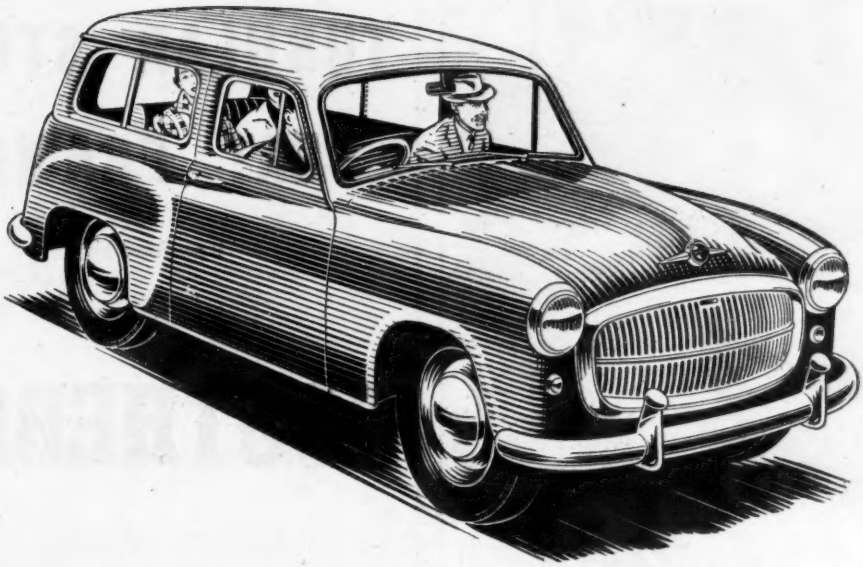

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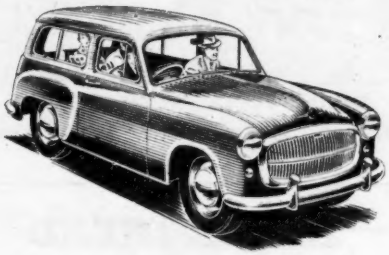

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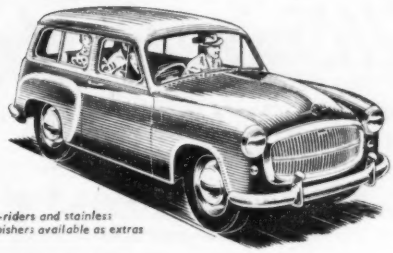

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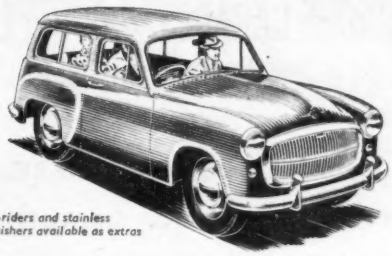

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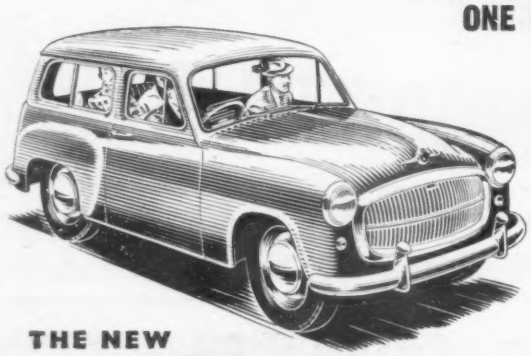

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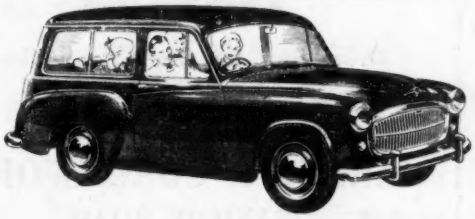

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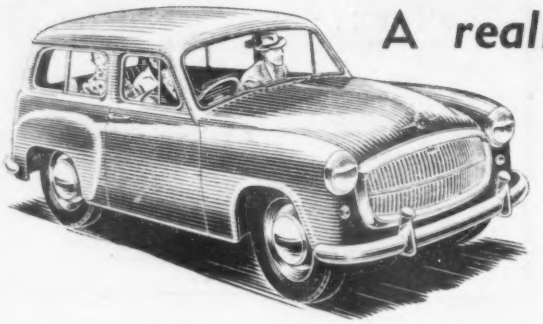

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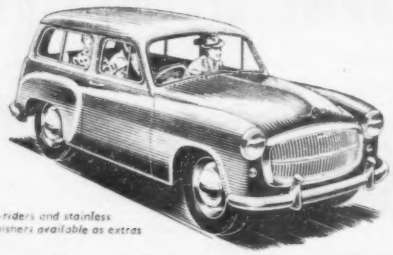

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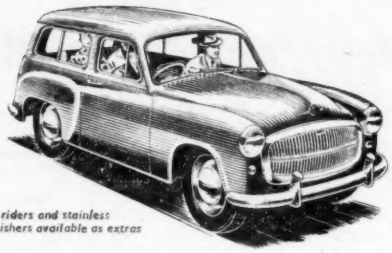

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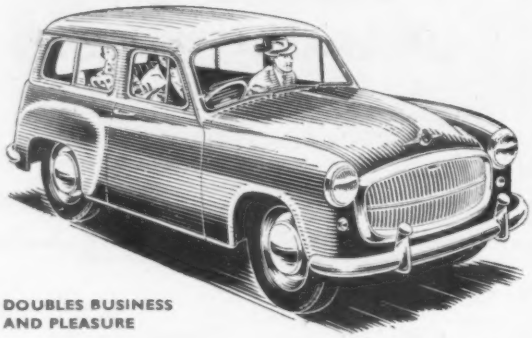

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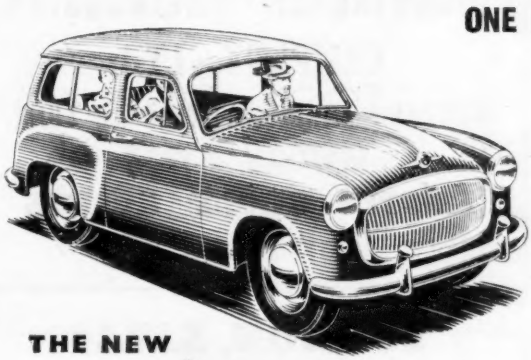

By day the versatile new Hillman Husky is a sturdy 5 cwt. load-carrier. In the evening it's a smart 4-seater family saloon! Comfortable rear seats, neatly folded into the floor, are responsible for this transformation. The Husky has a virile engine that easily meets the Hillman standards of reliability. Design is practical and handsome. Price is low, running cost economical, and at 40 m.p.g. under a wide variation of speed, load and road conditions the Husky is a brilliant answer to more than one motoring problem. Here is the ideal way of serving your business and pleasing the family! Ask us for a free trial NOW. Over-riders and stainless rimfinishers available as extras.

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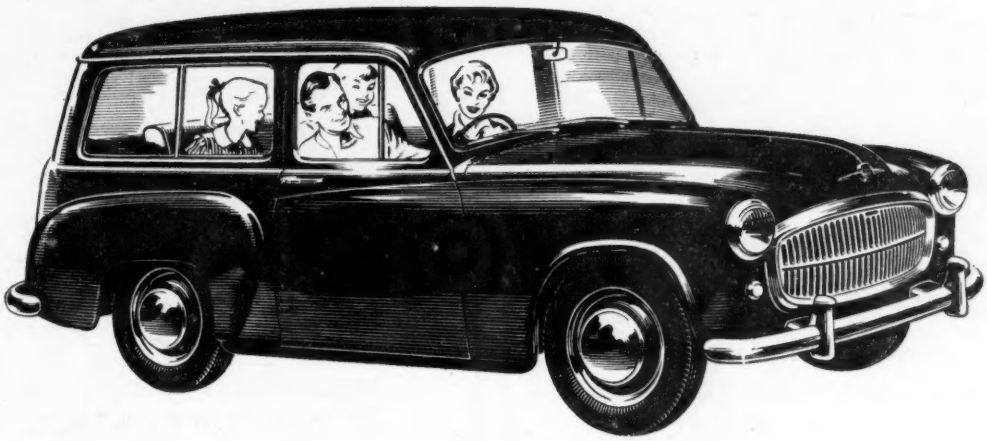

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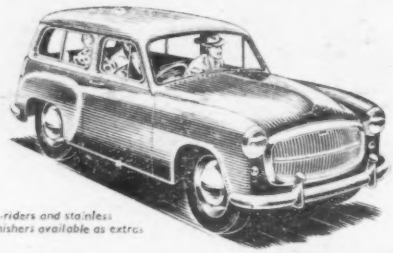

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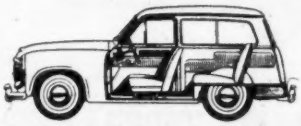

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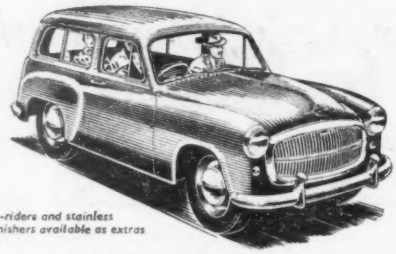

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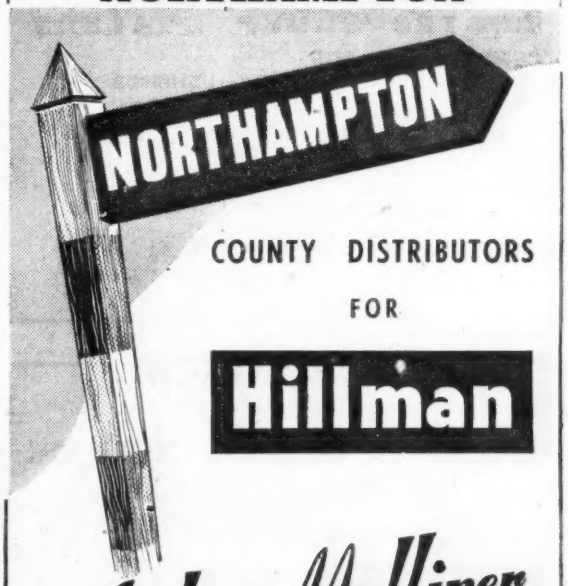

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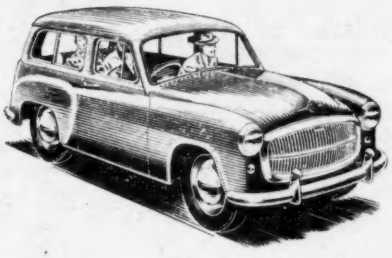

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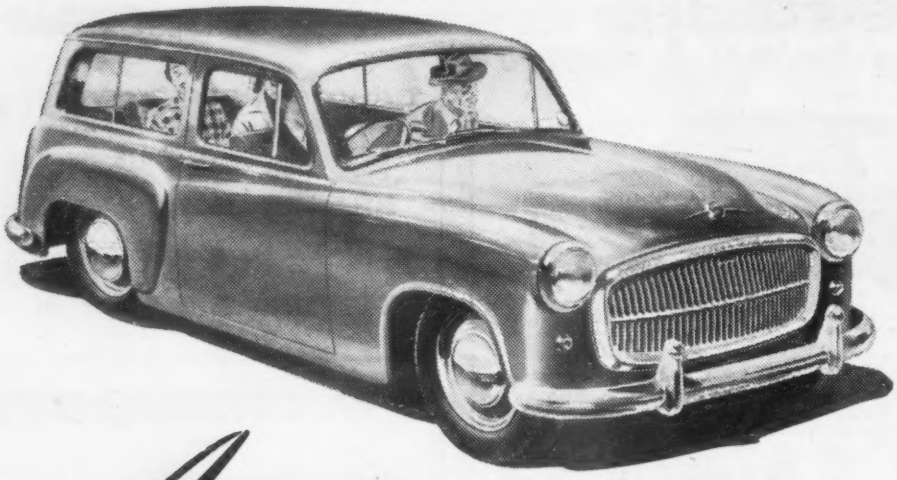

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LONDON, S.E.1.

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Telephone: Waterloo 3333 (60 lines).

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Home and Overseas : £3 5s. 0d.
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The Autocar
FOUNDED 1895

No. 3071 *Friday, 8 October 1954* Vol. 101

The Backward Look

COMPULSORY fitting of two driving mirrors—one internally and the other externally—is a tentative proposal of the Minister of Transport and Civil Aviation; one mirror is compulsory at the moment, and the second would, it is hoped, reduce the blind spots left by a single mirror. This would, in fact, be the case, but there are other considerations which should be given their due weight in this context.

The eyes of a driver have limitations, a severe one being that they can look properly in only one direction at a time. That direction is best ahead, and two means of looking backwards can prove one too many. How many drivers can honestly say that they have never been caught out by an overlong look in the mirror which resulted in a too-close approach to the car ahead? Secondly, all such safety devices as mirrors, width indicators, kerb "feelers" and suchlike can be used in two opposite ways—to promote safety, or to reduce safety margins. The ability to close other vehicles to a matter of inches may be very desirable, but it depends on the steadiness of the other driver; a start of surprise on his part may be sufficient to eliminate the margin.

Finally, the legal fitting of an external rear mirror, plus a too-widespread dependence upon it, might tend to retard the excellent tendency on the part of body designers to eliminate blind rear quarters and improve all-round visibility by the development of the wrap-round rear window. It is just possible that overtakers, too, might rely too much on their having been seen in the external mirror, instead of exercising the maximum caution and sounding the horn.

This proposal is yet another palliative for insufferable conditions—yet another example of Governmental toying with the road safety problem instead of tackling it in the only effective way, by building roads and giving vehicles room to move.

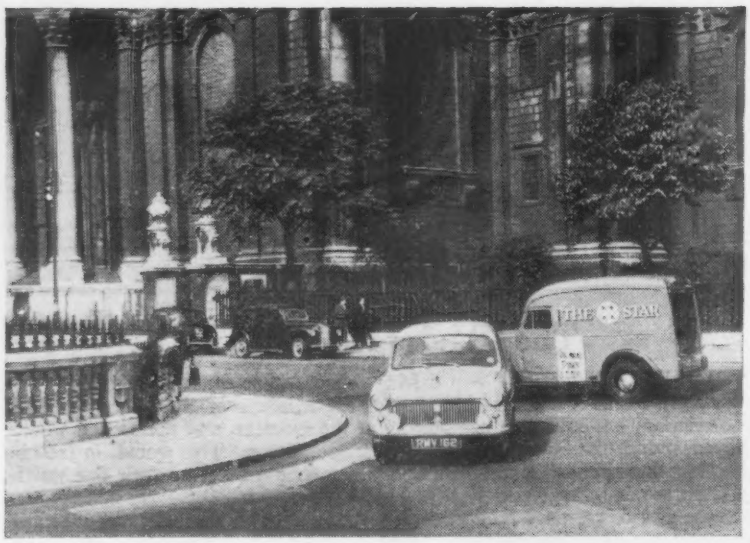
Saving the Gallons

MAINTENANCE and running costs take a large chunk out of the present-day motorist's earnings; before the war he could have rented a fair-sized flat for the amount which is now paid out on his car. Petrol—at 4s 6d a gallon if he uses the best—accounts for a large proportion of the outlay, depending, of course, on the mileage covered. The keen owner-driver, therefore, keeps a close watch on his m.p.g. figures. He knows what mechanical conditions are likely to result in unusually large consumption. The petrol bill can grow heavier, for instance, as a result of minor leaks in the fuel system, undue friction from neglected greasing, too cool running, maladjustment of the carburettor, and so on.

He can state vaguely, too, that the way in which a car is driven has a bearing on fuel consumption. But can he qualify it? Has he any idea how much more petrol the engine needs to do the extra work of, say, accelerating from rest, pushing the car up hills and round corners, whipping it along at 60 m.p.h.? For engines, like people, demand extra food if they must put out extra effort; you cannot have something for nothing, in spite of all that the best market-stall orators would have their audience believe.

Two surveys have been carried out recently into various factors which influence the amount of petrol used. One, a project of the Ford Engineering Research Department in America, was described in *The Autocar* of November 20, 1953. Different, but equally exhaustive tests have now been conducted by the Road Research Laboratory. The results, which are rather disturbing to the economy-minded car owner who knows that he cannot drive everywhere on straight, level and traffic-free roads, are given in an article on the following pages.

The account follows aptly upon the description published last week of preparations for a fuel economy test, and it is a measure of the vagueness of motorists on the subject that increased tyre pressures were given considerable weight in preparing for one, but found to save little petrol in the other.



SCIENCE AND

FOUR

By . . . . . :
SHIRLEY CARPENTER

THE AMOUNT OF FUEL USED DEPENDS ON HOW YOU DRIVE; AND AS THE POWER DRAGON COVERS THE MILES HE SNUFFLES UP THE GALLONS WITH VARYING VORACITY ACCORDING TO THE DIFFERENT WORK WHICH THE ENGINE MUST DO

Top: Cornering . . . On the 104ft test circuit, and at a speed of 22½ m.p.h., consumption increased by 65 per cent for the small car and 60 per cent for the large.

Centre: Hill-climbing . . . Ludgate Hill has a shallow gradient; even climbing a slope of 1 in 25, frequently met and negotiated in top gear, consumption over the standard figure increased by 50 to 100 per cent.

Bottom: Congestion . . . Frequent stops and starts eat up the gallons, for acceleration and low-gear driving are other causes of heavy consumption. In the peak traffic period over the London circuit, the small car stopped 16 times and made as many as 95 gear changes

ROAD TRAFFIC: No. 13

FARTHINGS

IN 1954 the smallest saloon marketed is capable of a workmanlike speed which, though not a realization of boyhood dreams, is higher than the majority of Britain's congested roads permit. So research must turn to better m.p.g. figures, with their whispered magic of economy in the prospective buyer's ear. The pack of desirable characteristics is being shuffled and the indications are that m.p.g. will come out on top; already this trend has resulted, on the Continent, in cars which can do more than 60 miles to the gallon.

The freak results of the Cheltenham Economy Run are obtained by all sorts of devices: inflating the tyres to a very high pressure, using special oils, modifying the electrical system to reduce the work of driving the dynamo and to permit the easiest switching on and off of the ignition, blanking the radiator, and so on, besides the normal prerequisite of having the engine thoroughly decarbonized. This year the winning car obtained the phenomenal figure of 92.2 m.p.g., as reported in *The Autocar* of October 1.

But a truer picture of the consumption which can be achieved by the ordinary motorist is given by the United States Mobilgas Economy Run. The result of 33.85 m.p.g. was obtained this year by a Studebaker V-eight Land Cruiser with standard transmission; but the course is representative of conditions which a normal driver may meet on any journey and includes 200 miles of heavy city traffic and stiff climbs in its 1,335-mile length. The cars used in this run come straight from the assembly line and are not monkeyed with in any way. So although the motorist who claims to have reached Cheltenham from Hammersmith Broadway on one gallon of petrol might expect the same sort of look which a fisherman gets when he regales his fellow anglers with the weight of his day's catch, he can, nevertheless, if he studies economy, cut down the petrol bill farthing by farthing; four farthings make a penny.

With its finger on the pulse of motoring trends, the Road Research Laboratory has recently conducted tests into the petrol consumption of vehicles under different conditions. The result has been published as a M.I.R.A. Bulletin, *Some Traffic and Driving Conditions Which Influence Petrol Consumption*, by R. D. Lister, B.Sc. (Eng.), and R. N. Kemp.

The vehicles chosen for the tests were a four-cylinder 1947 Eight saloon with a four-speed gear box, which had done 13,000 miles; and a 1950 30 h.p. V8 saloon with a three-speed gear box, and 7,500 miles to its credit. Both cars had side-valve engines and were in normal use; also tested was a commercial van. The makes are not stated since the Laboratory set out to demonstrate the general effect of conditions on fuel used rather than to assess the petrol consumption of a specific vehicle.

Careful planning ensured that normal conditions of road and traffic were encountered. In addition to the primary consideration of measuring petrol used, the distance, time, air temperature and also wind speed, were considered. An ingenious means of calculating the fuel consumption was brought into play; the vehicles carried an extra tank, and at the start of a test a switch-over from the normal tank to the auxiliary one could be made by means of a two-way cock. To calculate the petrol used on each test run was simply a matter of measuring how much petrol was needed to refill the tank up to a certain mark. Distance was recorded by means of a fifth wheel towed behind the vehicle, which also provided a check on the average speed, calculated from time and distance.

Since vehicle running temperatures have some bearing on fuel consumption, care was taken to see that the cars had properly warmed up before the tests started. An interesting fact emerged from this: that the engine needed a short run to regain its normal temperature after a stop of from 20 to 60 minutes, but that a stop of less than 20 minutes did not seem to have any effect. Further, to ensure maximum uniformity of conditions, the same driver and observer were used throughout the tests.

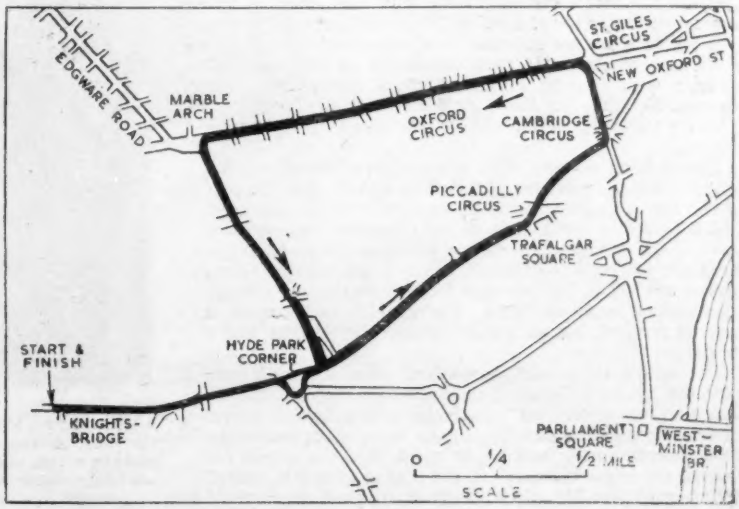
The first step was to obtain a basis for comparison, so consumption of each vehicle was calculated on a level road at a steady speed of 30 m.p.h. It was found that the small car used 0.022 gallons to the mile, and the larger vehicle 0.041. To reduce possibility of error, results are given as the mean of four separate tests.

The Price of Speed

As motorists know only too well, the higher the speed the greater the amount of petrol used; to assess this increase, the vehicles were run at different speeds over a course of about one mile with a slight bend and shallow rise and fall. When figures had been taken for top gear runs at speedometer intervals of 5 m.p.h., the tests were repeated in next lower gear to calculate the effect of gear ratio. Comparing fuel used at 20 m.p.h. and 40 m.p.h. in top gear, the consumption in the smaller car increased by about 25 per cent, and by about 15 per cent for the larger car. The latter was able to reach 60 m.p.h., when the increase was as much as 50 per cent. The economical motorist can be sure that, when he is next confronted with a nice stretch of trunk road, these figures will come back to haunt him.

When accelerated from rest through gears to a speed of 40 m.p.h., although dissimilar distances were travelled by the cars to reach this speed, the petrol consumption showed a standard increase, in each case, of about three times the basic figure (level road and steady speed of 30 m.p.h.) It is worth noting that although one car had a four-speed and the other other a three-speed gear box, this did not affect the result.

Another interesting fact which emerged from this study, and one that could be borne in mind in city driving, is that if you are travelling in a gear below top at 25 m.p.h., you use very much more petrol than if you are driving in top at the



Part of this circuit is covered each day by thousands of motorists travelling through London; the course was used to assess the effect of traffic on consumption.

FOUR FARTHINGS . . . . . continued

same speed. When a lower gear is used, however, engine revs increase by a greater proportion than does the petrol consumed.

To assess the fuel used in conditions which the average motorist would experience on a normal run, tests were made over a 9-mile circuit which included different types of road, as well as a hill, housing estate and town. Throughout the testing time repeat runs were made over this circuit to make sure that no change had occurred in the condition of the vehicle itself. Though there can be no precise basis for comparison, tests over this mixed route gave rise to the interesting discovery that consumption in cars of different engine capacity driven over the same route showed less variation than was evident at fixed steady speeds.

The business man who drives each day to his City office will no doubt touch part of the Central London route which the Laboratory chose to test the effect of traffic on petrol used: this route started at Knightsbridge, ran through Hyde Park Corner to Piccadilly Circus and Cambridge Circus, returning via Oxford Street and Marble Arch to Knightsbridge. The cars were driven over the circuit in the early morning, when traffic was light, and also during the peak traffic period between 11 a.m. and 3 p.m. Increased traffic slows down the speed at which a car can run; thus, looking no farther than the tip of the nose, one might assume that there would be a corresponding reduction in petrol. But to balance this drop in m.p.h. there is the more frequent stopping, starting and low gear driving, which gives a net result of higher petrol consumption in heavy traffic. Here again results in town traffic show that if you are driving a large or small vehicle the percentage increase over standard consumption is the same for both cars.

In early morning conditions, when the vehicles stopped only at traffic lights, they consumed 34 per cent more petrol than the standard figure; the average speed for the journey in the small car was 19.4 m.p.h.—for the large car, 20.8 m.p.h. It is interesting to note that even at this time 300 vehicles were travelling through Oxford Street in one hour, and 400 through Piccadilly. The small car was forced to stop, on an average, nine times over the circuit; and made 40 gear changes. For the large car eight stops were necessary, and 29 gear changes.

Quicker on Foot ?

The figures for consumption in heavy traffic are a little disturbing, since an increase of up to 100 per cent over standard consumption was recorded. If you had covered the circuit at this time (11 a.m. to 3 p.m.) in the small car, your average speed would have been as low as 10.4 m.p.h., and you would have stopped more than 16 times (the average figure was 16.5) and made 95 gear changes. The mean speed of the larger car over the circuit was, at 10 m.p.h., lower than that of the smaller car. With this three-speed gear box, 57 changes were necessary, and the car was brought to a halt over 15 times. In these conditions, as many as 1,600 vehicles were passing through Oxford Street and 2,200 through Piccadilly per hour, incredibly high figures.

Heavy traffic almost doubled the time taken for negotiating this circuit.

The engine has more work to do when climbing, so that your car will use more petrol travelling uphill. For this part of the test a gradient of approximately 1 in 25 was used, which both cars could climb in top gear, and they passed a point at the beginning of the one mile test run at 45 m.p.h. Even on this shallow gradient, which is frequently met on main roads, 50 to 100 per cent more fuel than the average consumption figure was used. Porlock Hill, in Somerset, it may be recalled, has an average gradient of 1 in 10 and a maximum of 1 in 4.

The various forces working on a car when it corners were expected by the Laboratory to result in a higher fuel consumption, and to test this the vehicles were driven on a level circle with a radius of 104ft. Runs were made round the good concrete surface at a steady speed. Here the smaller car showed the larger increase—50 per cent at 15 m.p.h. and 65 per cent at about 22½ m.p.h., the highest speed which could reasonably be reached on the circuit. For the larger car the figures were an increase of 20 per cent at 15 m.p.h. and 60 per cent at 22½ m.p.h.

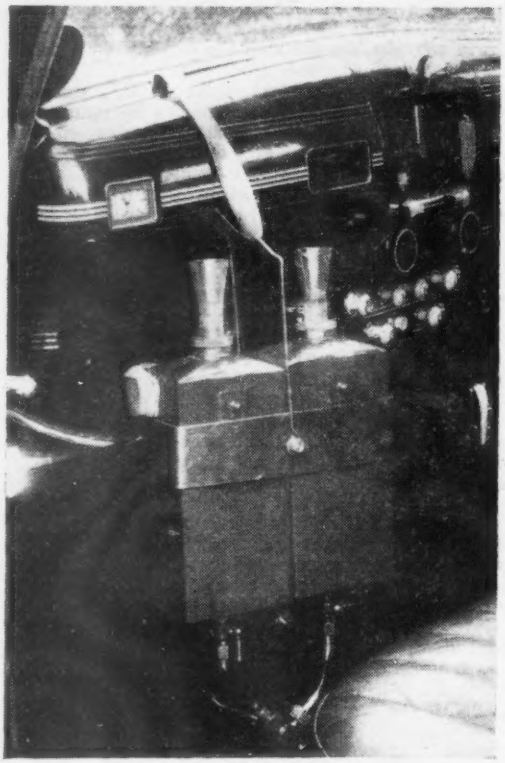
This result may seem a little strange until it is remembered that not much more extra effort is required to propel a very large vehicle round a corner than a very small one. The additional work done to overcome centrifugal force and tyre distortion will not be widely different. Therefore, comparing fuel used by the two cars when driven round the test circle, consumption of the small one seems disproportionately large, more so since it is related to the already lower standard consumption of its smaller engine.

Well-known dangers result from tyre pressures which are not properly maintained; in addition, an incorrect pressure affects fuel consumption, though the increase was found to be very small.

Wind Speeds

Air temperature did not seem to have a bearing on results, and wind speeds were almost negligible throughout the tests. However, a few measurements made with a wind of about 10 m.p.h. did appear to make an appreciable difference, even at low speeds.

When examining the results, the Laboratory suspected a tie-up between petrol consumed and time taken for a journey. So, using the large car only, they drove over a short run which included a very busy road junction, straight runs and turning right. The mean result, taking into account length of each journey, showed an 85 per cent increase over the figure obtained *for heavy traffic*, which was in itself, it will be remembered, 100 per cent up on standard consumption. This result applies to the large car only, since tests were not made with other vehicles.



A separate tank was used for measuring fuel consumption in the tests. A switch-over from the ordinary tank could be made by means of a two-way cock, and it was easy to calculate how much petrol had been used by measuring the amount needed to refill the extra tank up to a certain mark.

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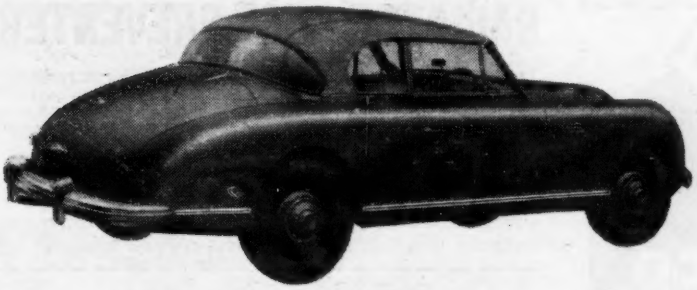

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Petro-Patch is applied in the form of a thin fabric patch, first coated on both sides with Petro-Patch solution. The outfit consists of a bottle of Petro-Patch solution and a strip of impregnated fabric which can be cut with scissors. There is sufficient for several small repair jobs. After painting, the repair is invisible. Vibration does not affect it.

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Disconnected Jottings

BY THE SCRIBE
Drawing by Barry Appleby

Pedestrian Aids Motorist

I MUST give praise where it is due, and it is not often we see the headline "Pedestrian Aids Motorist." The other day I was circling a roundabout, searching in vain for a break in the heavy traffic stream crossing my route. Suddenly, the road cleared, as though it had been swept by a magic broom, and the Scribal car continued unhindered on its rightful way. Seeking the reason for this unprecedented *politesse*, I saw, on the road to my left just before it joined the roundabout, a zebra crossing; on it walked a pedestrian, and behind it the long stream of traffic stretched, stationary, into the distance.

✦ ✦ ✦

"Tourist" Defined

IT seems that the delegates to the recent United Nations Conference on Tourism spent quite a deal of time deciding how to define—a tourist. The delegate for Haiti particularly distinguished himself in this connection, holding that no tourist from abroad should be subjected to any form of discrimination in the country he is visiting. The benefits of tourism stem from the social bond between all persons, he said. If that bond is not emphasized tourism suffers.

Eventually the Conference agreed that the term "tourist" should mean: "... any person without discrimination as to race, sex, language or religion, who enters the territory of a Contracting State other than that in which the person normally resides and remains there for not less than 24 hours and not more than six months in the course of any twelve-month period, for legitimate non-immigrant purposes, such as touring, recreation, sports, health, family reasons, study, religious pilgrimages or business."

So now we know!

✦ ✦ ✦

High Link

VENEZUELA has always been to me a "pink" country; that is, a country whose name recalls exotic poems read at school, unpronounceable volcanic masses and stories of the power that lies in an oil well. I have seen it once, as an unsubstantial blue shadow on a Caribbean horizon. Initially, therefore, to hear of modern super highways being built in this romantic area gives one a slight shock. But from the realistic economy angle, this newly built road, called the Autopista, has tremendous value.

The most important export of Venezuela is oil, and with the income from this, which amounts to 95 per cent of its dollar revenues, the Government is improving the standard of living. Highways are included in the number of public works projects authorized.

Caracas, the country's rapidly developing capital, lies inland, 3,000ft above sea level. Until recently, 19 miles of road with many hairpin bends wound high in the mountains between the city and its Caribbean passenger and freight ports, La Guaira and Maiquetia Airport. Though scenically beautiful, this road permitted cars to average no more than 16 m.p.h. and

In the mountains.

to reach the coast took 60 to 75 minutes. On the new Autopista, which rises through a series of straights and curves to 3,000ft in approximately 11 miles, it is possible to reach the coast in 20 minutes.

The Autopista is a 70-foot wide four-lane highway with verges which become extra lanes on the bridges; lights stretch for the whole of its asphalt-paved length. The bridges and tunnels are great engineering feats. Toll charges—approximately 4s 3d for cars, higher for commercial vehicles—are expected to cover the construction cost in about 20 years. Sometimes one feels that it is a pity that the toll principle was discarded in Britain.

✦ ✦ ✦

P.E.P. and P.A.N.S.

AS one who is familiar with Political and Economic Planning publications, I was nearly silly enough to mistake a 7s 6d book bearing the initials P.A.N.S. for a similar unbiased, factual document. It is not. The title is *Road Accidents*, the author is a woman, and there are facts a-plenty. But when one comes to the Conclusion, on page 73, one realizes why there has been awareness of a mounting suspicion all through the pages. For the conclusions, fellow-motorists, would impose on you and me all the harshest measures that are commonly suggested as accident remedies. Fortunately, review copies of such volumes are accompanied by a covering note, and I find that the signatory on behalf of Public Affairs News Service is our old acquaintance Mr. T. C. Foley. It is fair that potential readers should know of this.

Quis Custodiet?

I DOUBT if the pupil was well taught who was listening earnestly to a lecture by her instructor in Kingston the other morning, with her car parked on a pedestrian crossing that bounded a cross-roads which involved (amongst many things) trolley buses.

✦ ✦ ✦

No Brickbat

A BOUQUET to Austin's for a new A.30 colour which I saw for the first time a few days ago. It is a warm, rich brick or rust shade, which I suppose could be known technically as deep coral. Anyway, I found it very attractive and I also found myself wondering about its wear characteristics. It seems that America, too, is fond of corals and this colour will be more widespread on 1955 models. Incidentally, yellows which are more brilliant and which even touch orange are forecast across the Atlantic for next year!

✦ ✦ ✦

Going Round

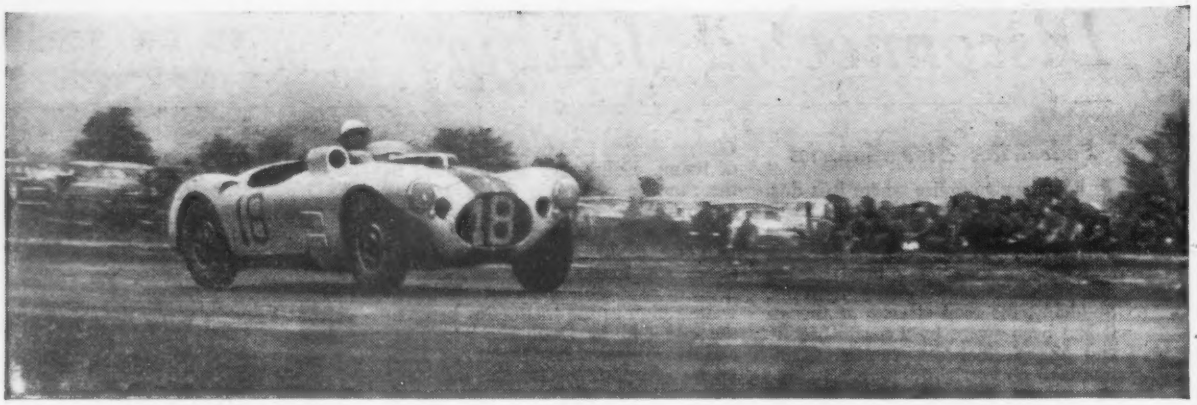
HOW few motorists seem to have the least idea of the cornering capabilities of their cars! The reflection arises from the increased number of Ford Zephyrs that can be seen on the road today. I find that I am continually following these six-cylinders, to notice that their owners proceed in fits and starts, as it were. Between bends the vivid acceleration takes the car up to about 55 m.p.h., but at each bend the speed is allowed to come right down (and often the brakes are used to bring it down) and the very cornerable Zephyr ambles round as if it were a 1927 landaulette. I think this is a pity, because it makes traffic flow jerky and introduces the danger of collision if braking is too sudden, and although fast cornering can be uncomfortable, so is continual acceleration and braking. Besides, at the speeds usually involved —say about 50 m.p.h.—the corner has to be quite sharp before there is any real discomfort in a car like the Zephyr.

As a side issue, I often wonder how such driving methods are reflected in cylinder bore wear. The ideal of a constant speed engine is more nearly reached by the man whose road speed remains as consistent as possible.

✦ ✦ ✦

She Did

"YOU should have given him a blast," I said, after my secretary had complained of a driver who had clung persistently to the crown of the road. "I did," she replied, "but not that sort of blast."



Phil Walters, with the Chrysler-engined, push rod overhead-valve C4R Cunningham, who won the recent Watkin's Glen Grand Prix against very strong opposition.

WATKIN'S GLEN

PHIL WALTERS WINS FOR SECOND TIME

THAT Phil Walters, of the Cunningham *équipe*, won the Seventh Watkin's Glen Grand Prix (September 18) was not in itself remarkable—Walters is probably the greatest sports car racing driver in post-war America—but it was remarkable that he scored his victory in a comparatively heavy, long-used C4R Cunningham with a push-rod engine, against the best in 4.5 Ferraris handled by such performers as S.C.C.A. champion Jim Kimberly Bill Spear and Briggs Cunningham himself.

The new Watkin's Glen 4½-mile course is very different from air base circuits. In addition to four sharp corners, three curves and some indifferent surface in patches, three-quarters of each lap is up hill and down dale, while the 1.3-mile straight is a downhill switchback with a diminishing radius curve at the end.

Swap

Walters, in practice, set a new record of 3m 9s—an average of 86.85 m.p.h.—driving the 4.5 Ferrari-Cunningham with liquid-cooled brakes. At the line-up for the start of the 101-mile Grand Prix, however, Briggs Cunningham was in the Ferrari and Walters in the Chrysler-Cunningham, with Sherwood Johnston piloting a similar machine. Cunningham occupied pole position, sharing the front row with Bill Spear; Kimberly and Johnston were in the second row; Walters and Dick Irish (4.5 Mexico Ferrari coupé) in the third row.

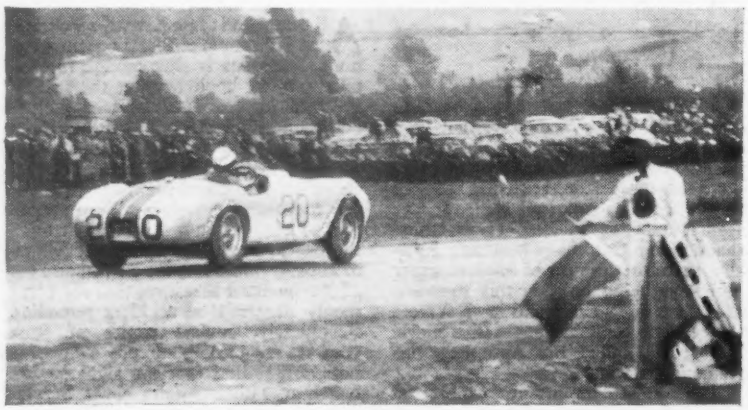
Spear made his customary getaway and from a standing start covered lap 1 at 84 m.p.h. Walters was in hot pursuit, 2s astern; Kimberly (4.5 Ferrari) third and Johnston (Cunningham) fourth. This order remained unchanged for ten laps, but the gaps between the leaders widened considerably. On lap 3, Kimberly was 17s behind Walters, who still ceded only 2s to the leader. Johnston, in turn, ran 6s behind Kimberly. By lap 7, Spear's machine, driven with tremendous verve, had gained another second on Walters, but Kimberly had dropped back to 41s astern of the leader. Briggs Cunningham could not seem to get going with the record-breaking 4.5 Ferrari-Cunningham Walters had used in practice. He lay seventh overall behind Irish's Ferrari Mexico and, already, Spear had 2m 9s lead on him.

By lap 10, Spear, going all out, put 7s between himself and Walters, but next time round the crown wheel and pinion stripped and the maroon Ferrari was out of the race. This put Walters in the lead, with Kimberly second and Johnston third, and Walt Hansgen fourth in a C-Type Jaguar with a standard XK120 engine. On the lap that saw Spear's retirement, Johnston shot down the escape road at the right turn into the pit straight but got going again before Hansgen caught him. A brief downpour followed by a drizzle turned the course into a skating rink; there were slides and spins galore, but Walters kept on, making no mistakes. On lap 13, Walters held a margin of 1m 58.3s over runner-up Kimberly, who in turn preceded Sherwood Johnston by 43.4s. By then, Walters had actually lapped Cunningham, while on lap 18 he came within 20s of lapping third-place man Johnston. On the 19th lap, with the course somewhat drier, Kimberly made a game effort and clocked 3m 24.4s (80.8 m.p.h.) but had no hope of catching the leader. And so they finished: Walters, Kimberly, Johnston, and after them Irish, Hansgen and Cunningham, to the cheering of some 50,000 spectators.

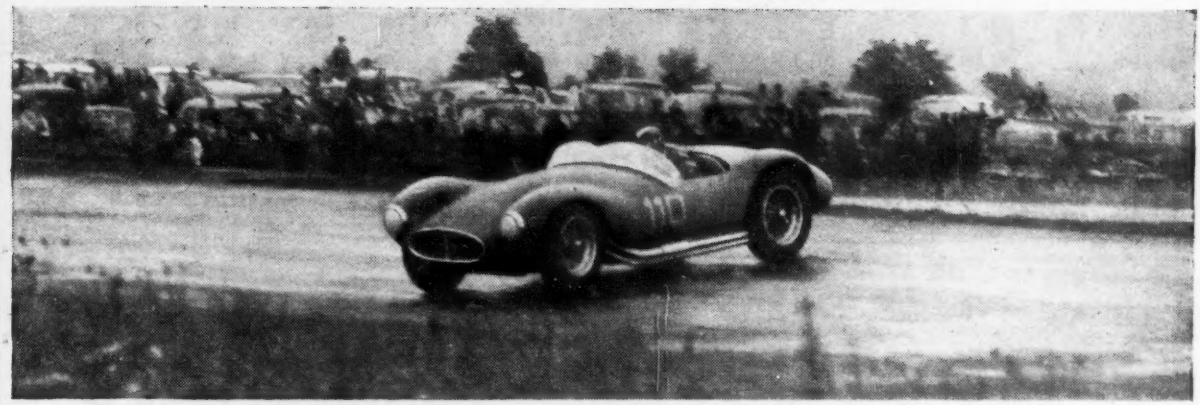
It was balm to Spear's disappointment that he set a new course record of 86.6 m.p.h. on his eighth lap. Walters, who in 1951 won the Grand Prix on the old course, thus became the first two-time winner at Watkin's Glen.

The four races preceding the main event, though shorter, also had their quota of thrills and surprises, and form seemed to go by the board.

In the Seneca Cup (unrestricted sports cars of all classes) it looked easy for Gordon "Tippy" Lipe, whose extra-



Starter N. Michelson displays the all-clear, a green flag, to Briggs Cunningham in the Le Mans Cunningham-Ferrari.



A sudden shower, during the most important event, followed by drizzle, turned the course into a skating rink. Frederick Procter's Maserati was one of many which spun.

GRAND PRIX

ordinary supercharged Porsche-Cooper can out-run almost anything when in the right mood. Sure enough, Lipe got clean away and for two laps led Phil Cade's formidable-looking but ageing Maserati and Dr. M. R. J. Wyllie's velvet-quiet C-Type Jag. But the Porsche-Cooper developed a sudden fever and slowed down, retiring on lap 4. Wyllie took over first place and Paul Timmons (Hansgen-Jaguar Special) moved into second, followed by Alan Patterson II in an Allard. This was the finishing order, with Cade (who spun several times) fourth.

Close Finish

In the Collier Brothers Memorial Trophy race (stock M.G.s only) the favourite was Ralph Durbin with a TF M.G., but again form was upset for Gus Ehrman (TD M.G.) won the race by yards only. The third man home, Dr. Wm. Long, in a TF M.G., was by no means outclassed; he led on the third, eighth and ninth laps; Durbin on the second, fourth and tenth laps and Ehrman on the remainder.

The Glen Trophy Race (production cars over 1,250 c.c.) was dominated by XK120s, which took the first three overall places. Charles "Chuck" Wallace, the year's most successful production Jag driver, an odds-on favourite, was plagued by brake pedal troubles and Dick Perrin, coming up from the back, won the race, followed by George Constantine and Warren Smith. In the Porsche class, both Max Goldman and Dr. Richard Thompson were nosed out by Bob Magenheimer with Thompson second, Stelle third and Goldman fourth. Among the Austin-Healeys, Roy Jackson-Moore, an Englishman, succeeded in winning the class.

The Queen Catharine Cup (modified sports cars under 1,500 c.c.) drew 34 starters of which eight were Oscas, and there was never any doubt that this make would fill the first three overall places. Frank Bott led throughout, followed by "John" Gordon Benett and Phil Stewart. The surprise of the race was Briggs Cunningham's brand new Stanguellini 750 c.c. twin cam car, handled by Marshall Lewis, mechanic to Jim Kimberly. Not only did it walk away with Class H, but also Lewis finished sixth overall behind the bigger Oscas.

JOHN BENTLEY.

RESULTS (lap distance 4.6 miles)

Watkin's Glen Grand Prix (22 laps)

1. Cunningham (P. Walters), 83.3 m.p.h.
2. Ferrari (J. Kimberly), 81.4 m.p.h.
3. Cunningham (S. Johnston), 81.3 m.p.h.

Class B: Cunningham (P. Walters). **Class C:** Ferrari (J. Kimberly). **Class D:** Ferrari (B. Lloyd). **Class E:** Maserati (F. Procter).

Fastest lap (record): Ferrari (W. Spear) 3m 10.8s, 86.6 m.p.h.

Queen Catharine Cup (16 laps): 1. Osca (F. Bott), 78.5 m.p.h.; 2. Osca (C. G. Benett), 77.[illegible] m.p.h.; 3. Osca (P. Stewart), 75 m.p.h. **Class F:** Osca (F. Bott). **Class G:** Siata (B. Keller). **Class H:** Stanguellini (M. Lewis).

Glen Trophy (11 laps): 1. Jaguar XK120 (R. Perrin), 73.6 m.p.h.; 2. Jaguar XK120 (G. Constantine), 73.4 m.p.h.; 3. Jaguar XK120 (W. Smith), 72.2 m.p.h. **Class C:** Jaguar XK120 (R. Perrin). **Class D:** Austin-Healey (R. Jackson-Moore). **Class E:** Triumph TR2 (J. Robinson). **Class F:** Porsche (B. Magenheimer).

Collier Memorial Trophy (11 laps): 1. M.G. TD (G. Ehrman), 61.2 m.p.h.; 2. M.G. TF (R. Durbin), 61.1 m.p.h.; 3. M.G. TF (W. Long), 60.8 m.p.h.

Seneca Cup (11 laps): 1. Jaguar XK120C (M. R. J. Wyllie), 76.2 m.p.h.; 2. Hansgen-Jaguar (P. Timmons), 75.9 m.p.h.; 3. Allard (A. Patterson II), 72.1 m.p.h. **Unrestricted:** Allard (A. Patterson). **Class C:** Jaguar XK120C (M. R. J. Wyllie). **Class D:** Austin-Healey (R. Ogilvie). **Class E:** Arnolt-Bristol (S. H. Arnolt). **Class F:** Porsche (E. Crawford).

Line-up for the Grand Prix. Briggs Cunningham's Ferrari-Cunningham is in the foreground, with Johnston's Cunningham astern; W. Spear's 4½-litre Ferrari heads the far line, in front of Kimberly's similar car and Walters' Cunningham, the eventual winner

BIG BROTHERS

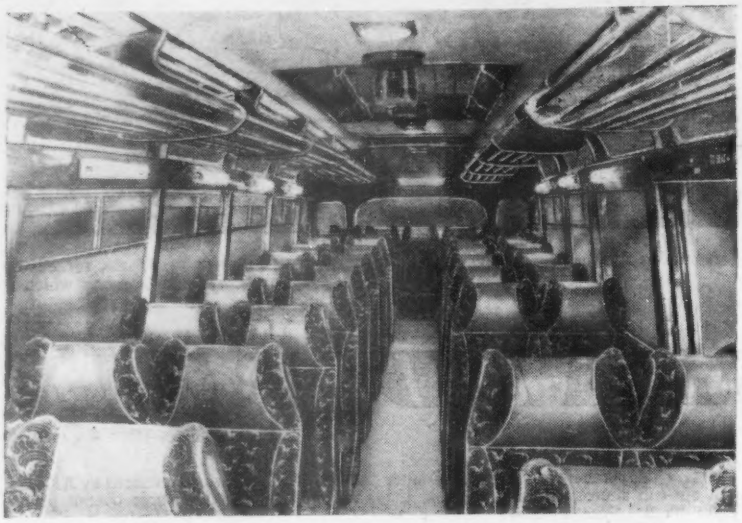
A LOOK ROUND THE COMMERCIAL VEHICLE SHOW AT EARLS COURT

THE adoption by London Transport of a big 64-seater bus in which glass-fibre construction is largely used for the bodywork is a great step forward in the use of this substance in vehicles. It seemed to me to be the most significant feature of the Commercial Show which has just closed. Glass fibre has been successfully employed in sports car bodywork; it is used for certain panels of the new Singer Hunter; it is a commonplace in small boats. But its appearance in so large-scale and hard-working a structure as a London bus, which will be produced in considerable quantities, must be the most "commercial" instance of its employment that has yet arisen. Glass fibre bodywork has arrived.

In this case, it is teamed with light alloy framework to form an integral construction, chassisless vehicle. There is independent suspension all round, and the engine and other mechanical units are carried on sub-frames, which can be completely insulated from the body. That is not a new idea, of course. One existing instance of the engine, front suspension mountings and steering box being carried on a rubber-insulated sub-frame is the Mercedes 180, a remarkably quiet car.

The interiors of the coaches at this show were interesting. They were luxurious, and, it must be presumed, very durable. But they differed astonishingly from car practice in almost every respect. Rubber-backed moquette, something like rubber-backed carpet, is almost universally used for seats. It is good looking, can be freely washed, is almost immune to chafing by parcels and cases, does not shine suits and is almost impossible to tear. It is used for rear compartments of luxury cars when these are destined to carry luggage often and passengers occasionally, but is never found in seating. However, it was to be noticed that on the edges of seats, and at all points where extreme wear takes place, real leather was mostly used as a trimming. So the coach people must consider this to be the strongest of all materials.

The seat which resembles an aircraft seat is always used on long-distance coaches, with its curved, back-supporting squab, rather sloping, and a comfortable headrest. However, very few cars are long-distance vehicles in anything but the dreams of their owners, and neither shopping nor excursions call for too much energy and wakefulness on the part of the occupants in supporting themselves on a slippery bench!



Tall, shaped squabs and leather-covered headrests in a luxury coach that is intended for long-distance travel.

No attempt to cover the floors with so transient and indoor a material as floor carpet is made in coaches. Floors are marbled rubber. And there are no cloth head-linings, the more durable and easily cleaned leathercloths on firm panels being universal. Interior brightwork such as stanchions or grab handles is polished light alloy, or it is plastic coated. It comes as a surprise to find that a vast de luxe coach body with forty seats, using the best of upholstery and trimming materials and immaculately finished in detail, may cost only £2,000. But the actual body structure must be quite inexpensive, using, as it does, so many plain, flat and almost unworked panels which require almost no capital outlay for monster shaping machines, and few laborious hours from skilled panel beaters.

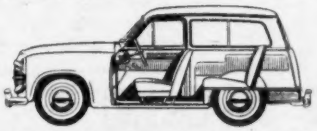
How well the bold-fronted coaches which follow the current American "observation car" vogue carry off their masses of brightwork! For it is never larger than the bumpers and other brightwork which a much smaller and less imposing car is expected to carry. The coach people use strong, rich colours—maroon, royal blue, crimson and scarlet, and so on. Pastel shades are strong and clean, too: the weak and anonymous beiges and greys of many cars were not to be seen.

In the delivery van market there are two newcomers, 5-6 cwt vans based on the Ford Anglia and the Standard Ten. Both are most elegant, and surprisingly capacious. To judge by the heavily laden roof racks to be seen on the roads, the station waggon based on small popular cars may one day become a more popular type than it already is. I. D.

There is grand accommodation and luggage space in the new small Standard (left) and Ford (right) vans, if they are visualized as being converted into station waggons.

NEW *Double Duty* HILLMAN

There's ample room to seat 4 people in comfort *plus* 250 lbs. of luggage.



All the attraction and amenities of a smart private saloon — and the practical service of a sturdy load carrier.

Fold down the rear seat and there's room for 5 cwt. of bulky goods and comfortable travel for two.

at a low price

Comfort and grace... Estate car space - and 40 m.p.g!

By day the versatile new Hillman Husky is a sturdy 5 cwt. load-carrier. In the evening it's a smart 4-seater family saloon! Comfortable rear seats, neatly folded into the floor, are responsible for this transformation. The Husky has a virile engine that easily meets the Hillman standards of reliability. Design is practical and handsome. Price is low, running cost economical, and at 40 m.p.g. under a wide variation of speed, load and road conditions, the Husky is a brilliant answer to more than one motoring problem. Here is the ideal way of serving your business and pleasing the family. Ask your dealer for a free trial NOW.

Over-riders & stainless rimfinishers, available extras.

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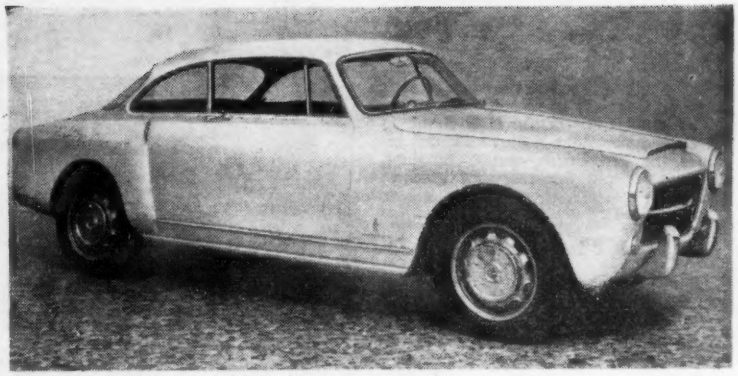
The Shell X-100 Motor Oil and Shell with ICA used by these cars is exactly the same as sold at your garage.

You can be sure of SHELL

NEWS and VIEWS



This striking Pinin Farina two-door sports coupé, on the Alfa Romeo 1900 TI chassis, is shown at the Paris Show which opened yesterday. The pierced disc wheels are indicative of the thought which Continental manufacturers are devoting to the question of brake drum cooling. The Paris Show report will appear in *The Autocar* next week, October 15.

London Show Guide

THE AUTOCAR will devote three issues to the London Show opening at Earls Court on October 20. The first, published on October 15, will give details of all the latest models to be seen at the Show, and of coachwork, caravans, accessories and many other exhibits which will be displayed there.

London Show Report

The issue of October 22 will give at length a stand to stand description of the Show, with a number of special articles dealing with transmissions, engines, suspension, bodywork, steering, frames and structures, brakes and equipment.

London Show Review

On October 29 *The Autocar* will publish a full review of the Show, analysing important trends revealed by the cars to be seen at Earls Court. Since demands for these special numbers will be very great, those who are not regular readers are advised to place an order for their copies of *The Autocar* with their newsagents.

Another G.T. Vehicle

A HEAVY tracked military vehicle powered by a gas turbine made its appearance at the recent display of British military transport vehicles in Surrey. The turbine layout consists of a centrifugal compressor and a two-stage axial-flow power turbine. It has been devised by C. A. Parsons and Co., Ltd., of Newcastle-upon-Tyne.

Selling in America

CHANGES in the European sales of cars in America are shown in the figures for June—for the first time Volkswagen topped the list of cars imported, with 537 vehicles, displacing at the head of the list Jaguar, whose total was 365 cars. In terms of value, of course, Jaguar are still at the top, owing to the substantially greater value of their individual models.

The Roads and You

A LEAFLET entitled *The Roads and You*, produced for the autumn motor shows by the British Road Federation, is being sent to commercial vehicle operators throughout the country. "All other big industrial nations are building the roads demanded by the Age of the Motor Vehicle," says the Federation. "Britain seems to be the only country out of step with the times. Roads are part of your business, part of your equipment. Since almost everything is moved in some form at some time by road, the cost of almost everything includes the cost of road transport. The prices of goods for home and export are, therefore, higher than they need be, because choked highways force up vehicle-operating costs."

A Cornish Novelty?

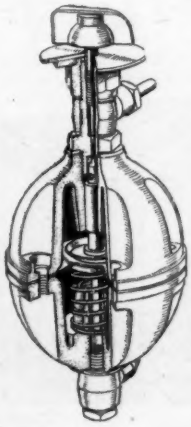
A *CONCOURS D'ELEGANCE* and best kept car competition which is being held tomorrow, October 9, in connection with a shopping week at Truro, is believed to be the first of its kind held in Cornwall. There are classes for Vintage cars, models registered before January 1, 1941, and those registered since that date, with subsidiary sections dividing the entries into horse power and price categories. The organizers—the local Chamber of Commerce—advise entrants "Your car will be judged not by the amount of money it may have cost or by the extra accessories thereon, but by the care and attention lavished on it to make it a cleaner car inside, on top, underneath and under the bonnet, than your neighbour's."

Travel Allowance Up

THE Treasury announces that the basic travel allowance will be increased from £50 to £100 for the year beginning on November 1. The allowance for children under 12 will rise to £70, and those for cars and for motor cycles to £35 and £15 respectively. There will also be restoration of the facility which was available in 1951, for the payment of fares in sterling outside the basic travel allowance, to cover circular tours and incidental journeys by any form of transport in most of Continental Europe.

EXPERIENCES WITH THE H_2O BOMB

EVER since cars became a practical means of transport, drivers have commented upon the fact that their engines seem to run more smoothly and to develop more power on cold, damp evenings. Through the years several devices have been produced in an attempt to bring about, artificially, the same effect, by introducing a minute quantity of water into the fuel-air mixture.



With this object in view Ridley Industrial, Ltd., 28, Clements Street, Leamington Spa, Warwickshire, have produced the H_2O Bomb. The instrument incorporates a metering device which introduces a small amount of water vapour into the air stream on the atmospheric side of the butterfly in the carburettor; the amount of water vapour is progressively increased as the speed of the air into the carburettor increases. The supply of water is sealed off during slow running periods, avoiding saturating the starting and slow-running mixtures with water vapour. A hand-set metering arrangement is provided which enables the amount of water to be regulated to suit the individual engine size and operating conditions. As a rough guide it is recommended that it is adjusted to deliver one pint of water per 1½ gallons of fuel. The instrument is a very well made alloy casting.

During prolonged use on a staff Standard Vanguard, the most marked effect of the instrument was found to be the complete elimination of pinking on low-grade fuel, and it increased the m.p.g. figure on a long run from 25 to 27.3. It is emphasized that these figures represent an overall figure taken during several long journeys. It is claimed that the improved petrol consumption is brought about by an improved performance for a given throttle opening and, therefore, that one tends to use less throttle.

No alteration was made to the jet sizes of the Vanguard on which the instrument was tested, though the makers suggest that it is desirable to fit smaller jets to obtain the maximum economy. The water container supplied holds three pints, which last for 100-150 miles, according to the setting. An alternative container is now being produced with a capacity of one

NEWS and VIEWS . . . . . continued

gallon which will match the average car's range on a tankful of petrol.

The retail price of the H_2O Bomb in the United Kingdom is £5 7s 6d; this includes the instrument, water container, atomizer jet and the necessary brackets and pipes.

1953 Figures

JUST published is *The Motor Industry of Great Britain*, 1954, the annual publication of the Society of Motor Manufacturers and Traders (148, Piccadilly, London, W.1). This is the statistical year book of the Society, issued free to members on request (extra copies £1 10s), and costing two guineas post free to non-members. It is an invaluable work of reference reflecting great credit on its compilers, chief amongst whom is Mr. P. L. Fidgeon, the S.M.M.T. statistical officer.

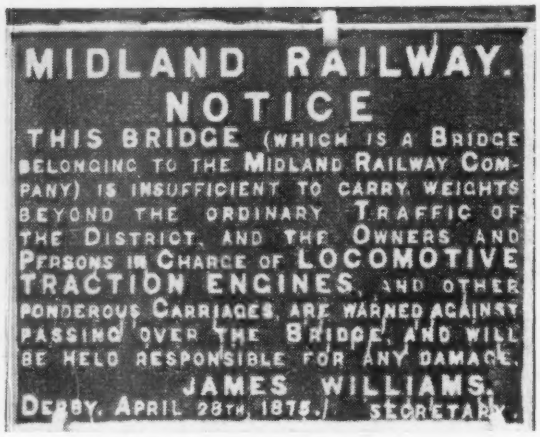
Allard Activities

THE Allard Motor Co., Ltd., have concentrated their manufacturing facilities at 24-28 Clapham High Street, London, S.W.4, where they are continuing to build the Palm Beach and K3 two-seater sports cars and also the saloon model Allard. It will be remembered that an Allard saloon driven by Sydney Allard won the Monte Carlo Rally in 1952, the first win for a British car since 1931. Servicing is carried on at 51, Upper Richmond Road, London, S.W.15.

D Type Jaguar

THE D type Jaguar is to go into production as a standard competition model, and will be shown at the Earls Court Motor Show. Successor to the famous C type, the D type made its début at Le Mans and scored first and second places in the sports car race at Rheims. The D type power unit develops 246 b.h.p. at 5,800 r.p.m., and has dry-sump lubrication with a built-in oil cooler. The model also pioneers the introduction of disc brakes as standard equipment. A full technical description of the D type Jaguar appeared in *The Autocar* on September 3 last.

NEXT WEEK
The Autocar
LONDON SHOW GUIDE



Eighty years old and still in force is this notice affixed to a railway bridge at Beckford, Worcestershire, even though the reference to "ponderous carriages" appears strange to modern wayfarers.

BOOKS RECEIVED

The Bugatti Book, by Barry Eaglesfield and C. W. P. Hampton. Published by Motor Racing Publications, Ltd., 13, Conway Street, London, W.1. Price 30s.

For some time past one has heard rumours of a fabulous publication that was about to appear under the suggested title "The Bugatti Bible." Upon publication, the title is found to be slightly different, but the contents have lived up to expectations in every way.

The book has been published to commemorate the 25th anniversary of the Bugatti Owners' Club, and, in its 376 pages, it covers the history and the racing and technical developments of the cars that were built at Molsheim. It also contains a history of the 441 cars that are known to the Bugatti Owners' Club, 250 illustrations (among which is a pictorial section on Bugattis through the years), technical notes and instruction manuals. All in all, it is probably the most comprehensive book ever published on a single make of car and the amassing of such a wealth of information must have been a formidable task.

Printed throughout on art paper, the quality of reproduction is excellent, even the earliest photographs being clearly legible.

Horseless Carriage, by L. T. C. Rolt. Published by Constable and Co., Ltd., 10-12, Orange Street, London, W.C.2. Price, 12s 6d.

A second impression of a book first published in 1950 and reviewed in *The Autocar* of February 2, 1951. As then suggested, it sets out to trace the history and development of the car in England. The rich Edwardian period of motoring is treated generously and it is a book, with suitable illustrations, some of them from *The Autocar* files, that the enthusiast, or connoisseur of cars, will enjoy reading. The price is now 12s 6d, whereas the original edition was priced at 20s.

The author was the organizer, under the auspices of the Travel Association, of the Anglo-American Vintage Car Rally which recently took place in this country.

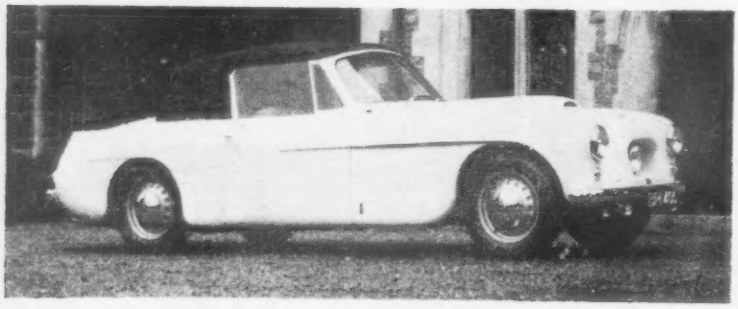
Sports Car Bodywork. By B. W. Locke, M.I.B.C.M., A.I.A.A. Published by Craftsman Publications, 9, New Street Square, London, E.C.4. Price £1 1s.

This work takes the unusual but sensible form of a book, illustrated with sketches and photographs, sharing a folder with six large sheets of drawings. Its style is compact, and much invaluable information is clearly conveyed on building wood and metal framed, and glass fibre bodies. Panel beating and flow is covered, but the great difficulty of good double-curvature work is the subject of a warning. The book should be a great help to anyone with a reasonable skill in using tools and a reasonable knowledge of cars, in turning out a sound and good-looking home-made body. It does not lure the amateur into difficult professional processes, but it faces all the problems. The design section's glance at aerodynamics is brief but most valuable.

Opel Cadet-Olympia Instruction Book. Published by Mayner Motors, Ltd., Southampton Street, Southampton, with the authority of General Motors, Ltd. Price 10s, postage paid.

A faithful photostatic copy of the original handbook of the Opel Cadet and Olympia models of 1937, this work, it is stated, has been reprinted in answer to a great volume of demand by Opel owners in this country. Each page is reproduced to a size of approximately 5in by 2¾in. The text and illustrations are clear and legible, though some of the smaller figures used in the wiring diagrams and graphs require careful scrutiny.

The booklet is contained in a stapled, thin card cover and the purchaser may find it desirable to enclose it in a stronger, more durable case for use in the enthusiast's garage.



The Bristol 405 drophead coupé, with body by E. D. Abbott, of Farnham, Surrey, will be shown at the London Show. The Bristol 405 models are described on pages 499-501 this week.

Fiats are back

STAND 146 EARLS COURT

FIAT

FIAT (England) LTD., WATER ROAD, WEMBLEY, MIDDX.

Beat puncture delays with DUNLOP TUBELESS

- **MAKES BURSTS ALMOST IMPOSSIBLE**
- **VIRTUALLY ELIMINATES PUNCTURE DELAYS**
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Cornered with 2″ nails in its tread, the Dunlop Tubeless has shown *no air loss!* Yet this new-type car tyre costs you no more than a conventional cover and tube — *the advantages of simplified construction and manufacturing techniques have been passed on to you!* Readily fitted to all 13″ to 16″ wheels except the wire type, the Dunlop Tubeless is supplied *in full Gold Seal quality!*

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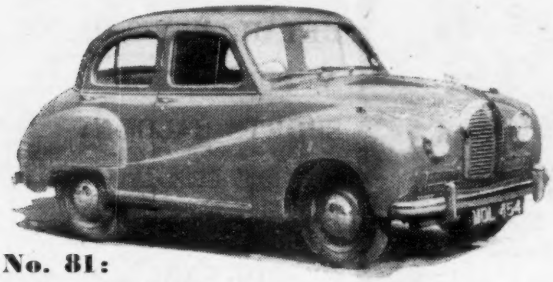
4H/174

USED CARS ON THE ROAD



No. 81: 1952 Austin A.40

Price New	Acceleration from rest through gears		Oil consumption negligible	Speedometer reading 24,808
£467 plus £260 18s 11d purchase tax	To 30 m.p.h. ...	7.1 sec	Petrol consumption 29 m.p.g. approximately	Car First Registered August, 1952
Secondhand £625	To 50 m.p.h. ...	20.3 sec		
	To 60 m.p.h. ...	38.0 sec		
	20-40 m.p.h. (top gear)	13.2 sec		
	30-50 m.p.h. (top gear)	17.0 sec		

SOME measure of the popularity of the Austin A.40 was provided in the immediate post-war period by the prices at which these cars changed hands on the used car market. Prices of all models were affected by the universal car shortage, but those reached by the A.40 were extraordinary. Although the model was steadily developed after its introduction it remained easily identifiable, and is now a familiar part of the traffic at home and abroad. Its 1¼-litre engine is known for its liveliness, and the body size is just about right for the average business and family motorist.

The actual car which has just been subjected to test was provided by the Premier Motor Co., Ltd., Aston Road, Birmingham, 6, and was tested in the Midlands and in North Wales. It was described as a good example of what may be obtained in the used car market, and certainly there appeared to be full justification for the claim. The exterior, finished in grey, was completely free from blemish. The cellulose was highly polished and quite unfaded, and the chromium plating was in good condition. The beige upholstery was very clean and the matching roof lining had been successfully shampooed. The cellulose on the facia, matching the exterior finish, was unscratched.

Well-kept Mechanically

Starting was not quite immediate when the engine was cold but there was never any serious difficulty, and it started at a touch when hot. Pulling power was good, and in spite of the quite useful mileage of nearly 25,000 there were no traces of fumes inside the passenger compartment, no indication of mechanical wear of any consequence, and the oil consumption was negligible. The steering was free from any play in excess of that inherent in the design and it was light. The suspension was sound; the spring dampers were in good condition and the ride was comfortable. Although a protective, sound-deadening coating had been applied to the underside of the body there was still a noticeable amount of noise transmitted into the body via the suspension. The steering column gear change was not among the best available on current cars, but there was no serious difficulty in engaging any particular gear, and there was no indication of excessive wear in the gear box itself. The remainder of the transmission was sound except that it was difficult to avoid clutch judder in some circumstances.

The brakes were very well adjusted and entirely up to the performance of the car. They operated evenly in response to light pedal pressure, and the hand brake held the car securely in all circumstances. All the tyres were in good condition. Instruments included an ammeter, fuel level, oil pressure and water temperature gauges, and a speedometer with trip and total mileage recorders. Accessories included a heater and demister, and there was a full complement of the tools fitted as standard. The body was completely free from rattles, and the only concrete fault was that the head lamps remained in the dipped position only while the switch was kept pressed down.

It was easy to appreciate why this model remains popular on the used car market, and it was easy to understand, too, why this particular car was claimed to be a particularly good A.40 specimen.

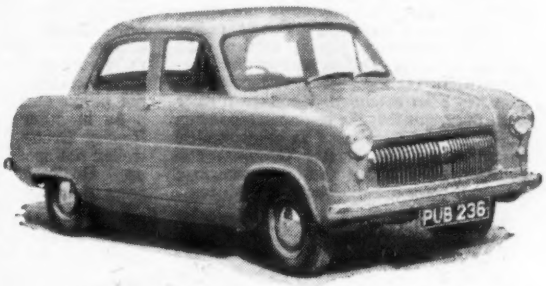
No. 82: 1952 Ford Consul Saloon

Price New	Acceleration from rest through gears		Oil consumption 1,500 m.p.g. approximately	Speedometer reading 37,643
£460 plus £257 1s 1d purchase tax	To 30 m.p.h. ...	8.1 sec	Petrol consumption 26 m.p.g.	Car First Registered June, 1952
Price Secondhand £565	To 50 m.p.h.	20.2 sec		
	To 60 m.p.h. ...	32.2 sec		
	20-40 m.p.h. (top gear)	14.0 sec		
	30-50 m.p.h. (top gear)	16.0 sec		

FEW changes have been made in the Ford Consul since its introduction, although during 1952 the facia was modified so that it came closer to the driver, and some instruments and controls were grouped on a panel surrounding the steering column. More recently additions have been made to the chromium ornamentation and there has been a change in the bumpers and the location of the front number plate. The car which has been tested was produced before any of these changes were made, however, so it had the flat facia well forward of the front occupants. It was provided for test by Bristol Street Motors, Ltd., 164, Bristol Street, Birmingham, and its external appearance was difficult to fault. The green paintwork was well polished and in good, unfaded condition. The chromium plating was sound except for a considerable amount of pitting on the bumpers. The beige upholstery was excellent, criticism of the interior being confined to the rather stained roof lining.

The engine started immediately on all occasions and the performance was good. There were no sounds suggesting mechanical faults although, at a mileage of nearly 38,000, the engine was using a certain amount of oil. The main indication of wear was in the steering. This was perfectly satisfactory up to an indicated 48 m.p.h., but then a shake was felt through the steering wheel which persisted throughout the remainder of the speed range. The wheel itself was in a "left-hand down" position when the road wheels were facing straight ahead. The suspension was good, providing a comfortable ride free from pitching. The spring dampers were in good condition.

The Consul gear box has one of the best steering column



changes available, its ease of operation being owed partly to the relatively simple linkage required by the three-forward-speed gear box. On this car it worked well, gear changing being smooth and easy. The brakes were powerful and did not squeal, but for optimum performance they needed a little further routine adjustment.

Four Firestone remoulds were fitted to the road wheels, presumably remoulds of the original tyres, and they were in fairly good condition. The spare was worn nearly bald in places. Instruments on the Consul included an ammeter and fuel gauge, a speedometer with total mileage recorder, and a light to indicate insufficient oil pressure. A heater and demister, available as an optional extra from the manufacturers, was fitted, and there was a windscreen washer nozzle on the driver's side. Equipment also included a complete set of the tools fitted as standard.

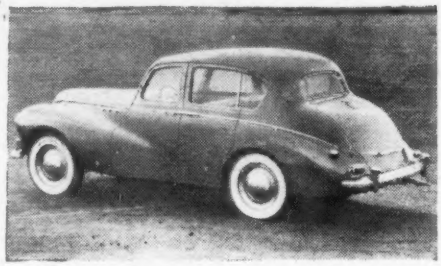
The Consul has proved itself to be a particularly successful family car, partly because it will seat six people of average size when necessary without undue crowding, and because it handles well and has an attractive appearance. The car tested accounted for itself very satisfactorily apart from the steering shake. It was a smart, desirable machine.

The centre section of the instrument panel has been rearranged so that a tachometer can be fitted below the radio unit. When this instrument is not supplied a large "S" motif is used to cover the hole. This is a left-hand drive model.

Optional

DETAIL REVISION OF A SUCCESSFUL SPORTS SALOON: ENGINE MODIFICATIONS GIVE IMPROVED PERFORMANCE

Below: The general lines of the rear of the car remain unchanged. The white-wall tyres shown here are an optional extra.



NEW CARS DESCRIBED

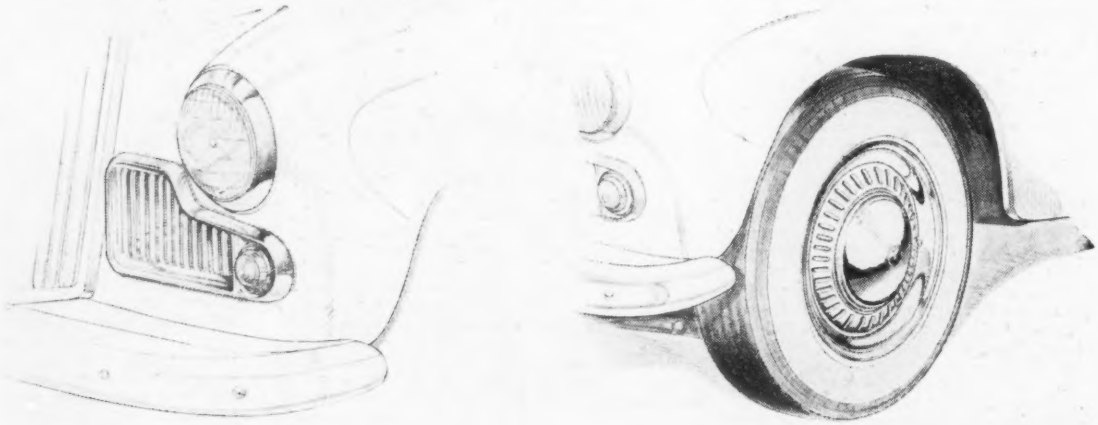
THE Mark IIA Sunbeam-Talbot has become the Mark III Sunbeam, the "Talbot" part of the name having now been discarded. Minor modifications signalize the change. Mechanically, alterations have been made to both engine and transmission.

In the June 11, 1954, issue of *The Autocar* a description appeared of the new overhead-valve engine fitted to the Humber Hawk. This Rootes Group power unit was somewhat similar to that used for the Sunbeam-Talbot, and for the Sunbeam Mark III the process of rationalization has been extended one stage further with the result that the engine components are similar to those used in other models produced by the Rootes Group. The cylinder head comes into this category; although there are differences in the compression ratio, the cylinder head is in many ways identical to that used on the Hawk.

Compared with that of its predecessor, the compression ratio has been raised slightly from 7.42 to 7.5 to 1, and the size of the inlet valves has been increased from 1.55 to 1.63in in diameter. Both inlet and exhaust ports have been modified, and separate exhaust ports are now used for all four cylinders in place of the previous arrangement whereby numbers two and three exhaust ports were siamesed. These refinements have resulted in an increase in the power output from 77 to 80 b.h.p.

As in other models produced by the Rootes Group, a thermostatically controlled hot-spot is used to assist warming-up. On other models this directs the gases right round the bottom of the carburettor riser pipe during the warming-up period, but on the Sunbeam there is a much smaller exhaust-heated area, the gases passing directly under the bottom of the riser pipe and not round it. With the flap valve in the normal running position there is almost a complete cut-off and the gases are directed straight out into the manifold. On all versions of the new model, which include the saloon and drop-head coupé as well as the Sunbeam Alpine, a new Stromberg DI36 carburettor is used which has a manual control for the choke.

The repositioned fuel filter bowl is now by the side of the mechanical pump and is



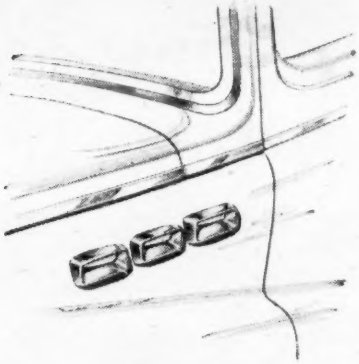
The cold air intakes to the ventilator system are now emphasized by plated grilles which also surround the combined side lamps and direction indicators. To assist brake cooling, slotted wheel discs are fitted on to the wheels.

Overdrive for Sunbeam

placed so that it can be removed without spilling the contents. A new, thin-section V belt is used to drive the fan, water pump and dynamo.

For the transmission the main new feature is the availability of a Laycock-de Normanville overdrive unit as an optional extra. This is arranged so that it can be brought into action in top gear only, the control being electrically operated via a switch in the centre of the steering wheel. This occupies the position previously occupied by the dip switch, the change-over from hand- to foot-operated dipping having now been made. The overdrive unit makes it necessary to use a shorter propeller-shaft, and a 4.22 to 1 ratio rear axle replaces the 3.9 to 1 ratio on overdrive models. Other modifications include the use of Mintex M20 brake linings; these are a hard, competition type able to stand punishment although there is a slight increase in the required pedal pressure.

To give the car a new and brighter appearance large plated grilles are placed on either side of the main radiator, and these now embrace the side lamps, although the actual area of the air intake remains the same. On a car with a relatively large engine in a neat and compact compartment, it is often difficult to prevent too high a temperature rise under the bonnet, but small ventilating ports high up towards the rear of the compartment enable the air drawn into the engine compartment via the radiator to escape more easily, and enable air to circulate through the compartment by normal convection when the car is stationary with the engine hot.



Portholes in the bonnet sides help to add incident at the same time as providing a hot air outlet from the engine compartment.

Inside the car, apart from the rearrangement of the instruments so that the tachometer (an optional extra on all models except the Alpine, on which it is standard) is placed centrally on the facia, the front seats have been modified and are now provided with a fixed centre arm rest above the lever-type hand brake. There is a small green warning light on the facia to indicate that the direction indicators are functioning correctly, and, owing to the position of the flasher control unit, it is also possible to hear a ticking when it is operating. Two-speed windscreen wipers are now included.

The minor detail changes in the appearance of the Sunbeam Mark III give the car a neat and bright appearance. Note the slotted wheel discs which, it is claimed, improve the brake drum ventilation.

SPECIFICATION

Engine.—4 cyl, 81 × 110 mm, 2,267 c.c. Compression ratio 7.5 to 1. 80 b.h.p. at 4,400 r.p.m. Maximum torque 122 lb ft at 2,400 r.p.m. Three-bearing crankshaft. "Bath-tub" combustion chambers. Overhead valves operated by push rods and rockers. Single side camshaft.

Clutch.—Borg and Beck 9in diameter dry single-plate. Nine springs. Carbon block thrust withdrawal mechanism.

Gear Box.—Overall ratios: Top 3.9 to 1; third 5.811; second 9.633; first 12.43. Reverse 15.74 to 1. With overdrive unit: Overall ratios: overdrive 3.28 to 1; top 4.22; third 6.297; second 10.434; first 13.455 to 1. Reverse 17.043 to 1.

Final Drive.—Semi-floating hypoid axle. Ratio 3.9 to 1 (10:39). Two-pinion differential. With overdrive unit: Ratio 4.22 to 1 (9:38).

Suspension.—Front, independent coil springs and wishbones, anti-roll bar. Rear, half-elliptic dual-rate leaf springs and Panhard rod. Static deflection: front, 10.1in; rear, 5.61in.

Brakes.—Hydraulically operated two-leading shoe, front; leading and trailing shoe, rear. Drums: 10in diameter, 2¼in wide front; 10in diameter, 2¼in wide rear. Total lining area: 172 sq in (86 sq in front).

Steering.—Burman recirculating ball, variable ratio. 2½ turns from lock to lock.

Wheels and Tyres.—Dunlop Fort 5.50-16in tyres on 4.50 × 16in rims. Five-stud perforated disc wheels.

Electrical Equipment.—12-volt; 51 ampère-hour battery. Head lamps, double dip, 60-36 watt bulbs.

Fuel System.—10-gallon tank. Oil capacity 10½ pints.

Main Dimensions.—Wheelbase 8ft 1½in; track, front 3ft 11½in, rear 4ft 2½in. Length 14ft 0in, width 5ft 2½in, height 5ft 0¾in. Ground clearance 6¾in. Frontal area 18.9 sq ft. Turning circle 36ft. Weight (with 10 gallons fuel) 3,024 lb. Weight distribution 49.5 per cent front.

SUNBEAM SALOON

Price—£795, purchase tax £332 7s 6d; total £1,127 7s 6d. Overdrive, available as an optional extra, £45, purchase tax £18 15s; total £63 15s.

Ample window area gives the interior of the car a light and airy appearance. A central pad and slightly raised sides locate the occupants of the front seats. The car illustrated is a left-hand drive version.

NEW CARS DESCRIBED

The front of the new Rover 90 remains unchanged except for the addition of large flashing direction indicators built into the front wings in the space previously occupied by a white reflector. The fog lamp mounted to the left of the radiator grille is a standard fitting on the 90. All three models have a modified rear end with an improved luggage locker arrangement and a large wrap round rear window.

75 HAS MODIFIED VERSION OF 90 ENGINE

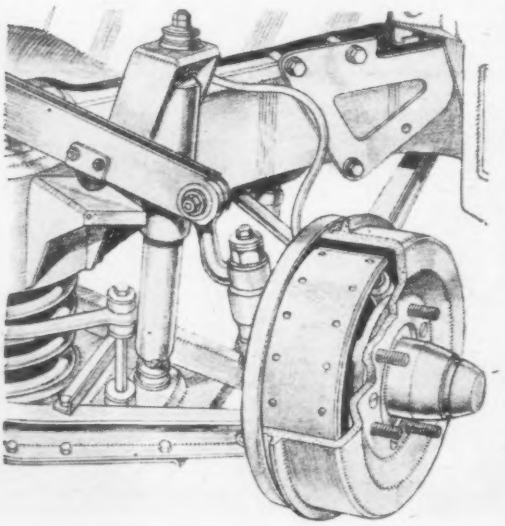
NEW LI

FOR 1955 the three Rover models known as the 60, 75 and 90 are retained, although they have been given a new and improved appearance by modifying the rear end styling, increasing the rear glass area and improving the shape of the luggage compartment. There is a new engine for the 75, and there have been chassis modifications to both the 75 and 90 models.

On the 75 perhaps the most important change is the new engine; it will be remembered that the six-cylinder 90 engine was developed from the earlier 75 model, the cylinder bore diameters being enlarged and the bore centre distances increased so that, with the same stroke, the engine capacity was increased from 2,103 c.c. to 2,638 c.c. As with the 90 engine, the new 75 has a single carburettor in place of twin S.U. instruments used on the previous 75. In performance up to 3,000 r.p.m. there is very little difference between the old and new engines but, above this speed and up to around 4,500 r.p.m., there is a gain of up to 5 b.h.p.

Full details of both the new 60 and 90 engines were published in the September 25, 1953, issue of *The Autocar*. The 75 engine has been modified to bring it in line with the 90 power unit, which enables a large measure of interchangeability and also increases the capacity slightly, so that it falls more nearly midway between the 60 and 90 units. This has been accomplished by using the standard 90 cylinder block with a bore of 73.025mm and replacing the crankshaft (which provides the 90 engine with a 105mm stroke) with a new shaft having reduced crank throws. These provide a stroke of 88.9mm and give the engine a capacity of 2,230 c.c., compared with 1,997 c.c. for the 60 and 2,638 c.c. for the 90. The standard 90 connecting rods are used; the modified pistons have gudgeon pin bosses slightly farther down the skirt of the piston; the piston crowns are altered slightly to produce a compression ratio of 6.95 to 1, compared with a 6.73 to 1 ratio on the 90. The ignition distributor has a modified advance curve to suit the requirements of the new engine.

The twin silencers are replaced by a single unit which is no larger than one of the two previously used and, without increasing the noise level, the back pressure has been reduced.



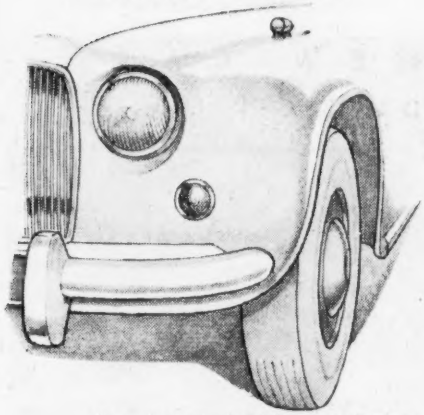
Both the 75 and 90 models have new front brakes with an effective width increased from 2¼ to 3in. To accommodate these the brake drums are dished and extend out into the front wheels.

On both the 75 and 90 models the width of the front brake linings has been increased from 2¼in to 3in, providing an overall lining area of 215 sq in, with 123 sq in for the front brakes compared with 92 sq in on the previous models. This increases the brake life and also reduces the tendency for the brakes to fade under severe operating conditions. It must be remembered that on a car fitted with a free wheel there is no engine braking unless the device is locked out by means of the control on the facia.

To accommodate the wider front brakes without increasing the track, the outer face of the brake drum is dished to extend into space provided by suitably shaping the road wheel pressings. A normal system of hydraulic operation is used, with two-leading shoes at the front, and leading and trailing shoes at the rear.

All three cars have a modified hand brake lever—in place of the horizontal lever to the right of the driving seat (on a right-hand drive car) there is a near-vertical lever projecting from the floor rather like a small shepherd's crook. It is much like the lever fitted to earlier Rover cars, but of an improved design so that it does not project to catch the driver's shins as he enters or leaves the car.

Externally the most noticeable change is in the rear body treatment, and although the overall length of 14ft 10¼in remains unchanged, the cars have a longer and sleeker appearance because of the more horizontal line of the luggage locker lid. Although the rear end of the locker has been raised, the front end of



As well as the head lamps and wing mounted side lamps, there is an additional light unit on both front wings which contains the direction indicators.

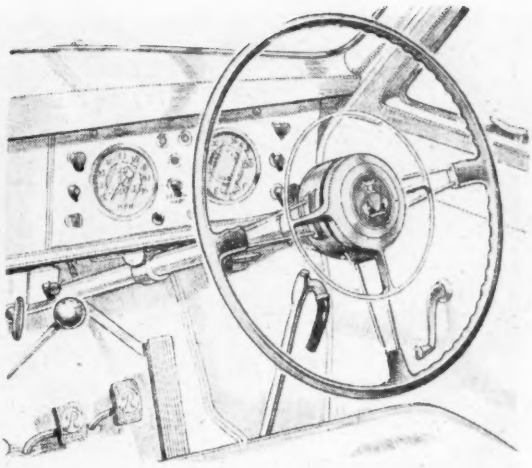
the lid has also been lowered slightly to improve the line of the body, and the shape of the interior of the compartment is more convenient, with the result that larger cases can be housed

The rear glass area has been considerably increased and the large curved window sweeps well round towards the sides to reduce the three-quarter rear blind spot. The glass is formed in three pieces, the centre section being jointed to the two outer portions by rubber strips which are of a rather large section.

Flashing direction indicators are fitted

in place of the horizontal handbrake lever located by the side of the front seats, a forward mounted vertical lever is now employed.

at front and rear, with amber glasses mounted in the top of the light unit, the space directly below being filled by red reflectors. There is a green indicator warning light on the facia, and the flasher unit mounted behind the facia also gives an audible check that the signals are functioning correctly.



A foot-operated screen wash unit, previously fitted to only the ·75 and 90 models, is now standard equipment on the 60. Because of the change in hand brake position, map pockets are now fitted to the inside of both front doors, and all doors have folding pull handles.

The Rover retains the valuable feature of reducing regular maintenance to the minimum by using rubber bushes on chassis bearings wherever possible, sealing the remainder, and fitting lubricant reservoirs for the king pins so that the only points requiring attention by grease

NE FOR THE ROVERS

The modified rear end has improved the shape of the luggage locker. There is a light fitted to the underside of the locker lid to illuminate the compartment at night. The filler cap is concealed behind a sprung trapdoor on the left.

gun are those on the propeller-shaft. A built-in heating and de-misting unit is fitted as standard on all models.

SPECIFICATION

Engine.—60: 4 cyl, 77.8 × 105 mm. 1,997 c.c. Compression ratio 6.7 to 1. 60 b.h.p. at 4,000 r.p.m. Maximum torque 101 lb ft at 2,000 r.p.m. Three-bearing crankshaft. Hemispherical combustion chambers. Overhead inlet valves operated by push rods and rockers from side camshaft. Side exhaust valves operated by rockers direct from camshaft. **75:** 6 cyl, 73.025 × 88.9 mm. 2,230 c.c. Compression ratio 6.95 to 1. 80 b.h.p. at 4,500 r.p.m. Maximum torque 113 lb ft at 1,750 r.p.m. Four-bearing crankshaft. **90:** 6 cyl, 73.025 × 105 mm. 2,638 c.c. Compression ratio 6.73 to 1. 90 b.h.p. at 4,500 r.p.m. Maximum torque 130 lb ft at 1,500 r.p.m. Four-bearing crankshaft.

Clutch.—Dry single-plate, 9in. Nine springs. Sealed ball withdrawal mechanism.

Gear Box.—Overall ratios: Top 4.30 to 1; third 5.923; second 8.785; first 14.506; reverse 12.765. **Optional on 90:** Overall ratios: Top 3.90 to 1; third 5.36; second 7.975; first 13.15; reverse 11.57.

Final Drive.—Spiral bevel axle 4.30 to 1 (43:10). Two pinion differential. **Optional on 90:** Spiral bevel axle 3.9 to 1 (39:10). Two pinion differential.

Suspension.—Front: Independent, coil springs and links; rear, half-elliptic leaf springs. **60:** Suspension rate (at the wheel): front, 120 lb per in; rear, 105 lb per in. Static deflection: front 6.6in; rear 7in. **75** and **90:** Suspension rate (at the wheel): front, 120 lb per in; rear, 77-145 lb per in. Static deflection: front, 7.2in; rear, 8.6in.

Brakes.—Two-leading shoe front; leading and trailing shoe rear. Hydraulically operated. **60:** Drums: 11in diameter, 2¼in wide front; 11in diameter, 2¼in wide rear. Total lining area: 184 sq in (94 sq in front). **75** and **90:** Drums: 11in diameter, 3in wide front; 11in diameter, 2¼in wide rear. Total lining area: 215 sq in (123 sq in front).

Steering.—Burman recirculating ball, variable ratio.

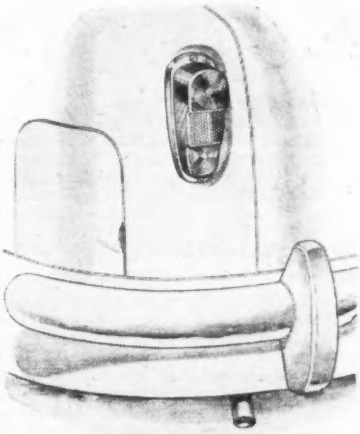
Wheels and Tyres.—6.00-15in tyres on 4.5 × 15in rims. Five stud steel disc wheels.

Electrical Equipment.—12-volt; 51 ampère-hour battery. Head lamps, double dip 42-36 watt bulbs.

Fuel System.—11½ gallon tank (including 1½ gallons reserve). Oil capacity 10 pints.

Main Dimensions.—Wheelbase 9ft 3in. Track, front 4ft 4in; rear 4ft 3½in. Length overall, 14ft 10½in. Width 5ft 5¾in. Height 5ft 3¾in. Ground clearance 7⅛in. Frontal area 22.6 sq ft. Turning circle 37ft. Weight (with 5 gallons fuel) 3,062 lb. Weight distribution 53.8 per cent front; 46.2 per cent rear. **75** and **90:** Weight (with 5 gallons fuel) 3,200 lb. Weight distribution 55.7 per cent front, 44.3 per cent rear.

Price.—60: Basic £820; purchase tax £342 15s 10d; total £1,162 15s 10d. **75:** Basic £895; purchase tax £374 0s 10d; total £1,269 0s 10d. **90:** Basic £915; purchase tax £382 7s 5d; total £1,297 7s 6d.



New light units built into the rear of the car contain the amber flashing direction indicators and large reflectors.

An almost aerial view is obtained of the Sussex countryside from the road over the Downs from Steyning to Sompting.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1

Improvisation

Gadgets to Overcome Modern Inaccessibility

[65950.]—With the increasing complexity and inaccessibility of the modern car, it is becoming more and more difficult for the average motorist to carry out even minor jobs of maintenance and repair. For this reason I thought that readers of *The Autocar* might be interested in one or two rather unusual tools I use, which I have come to regard as indispensable.

The first is a small mirror, originally a handbag mirror, with a detachable wooden handle making it into a large edition of a dentist's mirror. The handle is provided with a small, but powerful, permanent magnet which will hold it in position, leaving both hands free. Another useful thing is a really stout pair of surgical forceps. The most useful form is one with a slightly hollowed and serrated end, at a slight angle to the shafts. A strong pair enables a fair amount of force to be applied when necessary.

The last tool, which I think is both the simplest and the most versatile, is a piece of ¼in-bore steel tube, about two feet long, with a long loop of copper wire threaded through it. This is used for holding nuts and bolts in the wire loop which have to be inserted in inaccessible places; it can also be used to prolong the spout of the oil-can and, with a suitably shaped wooden plug at one end, it serves as a stethoscope.

Hartford, Cheshire. N. H. RAY.

Maintenance

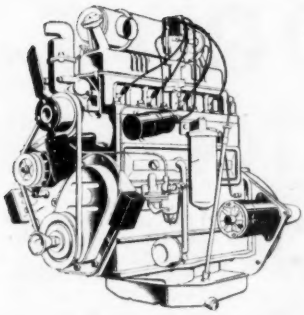
Difficulties of Owner Lubrication

[65951.]—I am very grateful to Mr. P. C. Lewis for his letter [65916] on chassis lubrication. I do hope *The Autocar* will pursue its campaign for easier maintenance as this is undoubtedly one of the gravest faults in the modern car.

The coil-spring-and-wishbone type of front suspension is the main cause of more numerous and less accessible grease nipples, but was it really necessary to fit nipples to the two universal

...the NEW Sunbeam MK.III

now with an 80 B.H.P. ENGINE



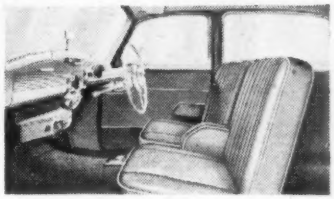
More Power Engineered from 2¼ Litres

The 2267 cc engine of the Sunbeam Mark III has a completely new cylinder head with redesigned ports, larger inlet valves, a manifold hotspot and a higher compression ratio of 7.5 to 1.

A superb 80 b.h.p. engine powers the new Sunbeam Mark III. A lusty 2267 cc unit that gives higher top speed, livelier acceleration — yet better fuel economy than before!
There's new-style front seating too, a new facia panel — and many more feature improvements. This great rally-bred champion, with its unrivalled background of competition successes, is now, more than ever, a car to judge behind the wheel. It takes you far with never a trace of fuss or strain. Steering is precise and finger-light. Road-holding a revelation. Stopping power immense.
You must see, you must drive, this new Sunbeam to judge its outstanding merit. Ask your dealer to arrange a trial run.

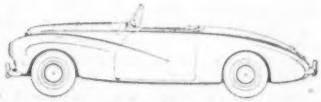
Overdrive Now Available

Overdrive is now available as an extra on the Saloon and Convertible models, and as standard on the Alpine. Operates by a flick of the switch on the steering column. Gives a higher-than-top ratio for cruising at low engine revs. You use less petrol and get longer life from the engine.

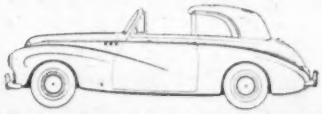


More Comfort and Ease at the Wheel

New-style front seating in the Sunbeam Mark III gives even greater comfort for the long journey. Beautifully upholstered throughout, with thick padded rests at centre and sides. On the new facia, controls are neatly grouped — quickly to hand.



The 2¼ Litre Sunbeam Alpine 2 Seater

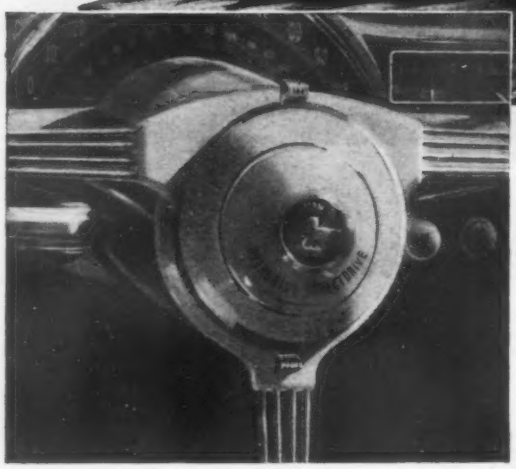


The 2¼ Litre Sunbeam Sports Convertible

THE CAR YOU JUDGE BEHIND THE WHEEL

SUNBEAM-TALBOT LIMITED, COVENTRY.
LONDON SHOWROOMS & EXPORT DIVISION: ROOTES LIMITED, DEVONSHIRE HOUSE, PICCADILLY, LONDON, W.1.

OVERDRIVE



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Embracing in its Specification

The Only

OVERDRIVE

WITH CLUTCHLESS

POWER-SUSTAINED CHANGE

The electrical controls used on the overdrive have been developed by Joseph Lucas (Electrical) Ltd.

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Phone : 64604

Laycock-de Normanville overdrive

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CORRESPONDENCE . . . . . continued

joints? On immediately pre- and post-war cars these items had sealed bearings and few failures occurred. The mechanical problems of sealed and oil-reservoir bearings have been solved (by Rovers), and it is now a question of persuading other makers to follow suit.

If the excuse of "too expensive" is raised, I quote the following example of one maker's idea of wise spending. A friend of mine owns a popular 2½-litre model. Part of the chromium bonnet motif fell off. A replacement part was not available, but a complete new motif could be supplied for 35s.

Engine auxiliaries deserve further study for the convenience of the owner-mechanic. The dynamo could surely be mounted much higher, and preferably on the distributor side, where it would not be masked by the exhaust manifold. The distributor is ideally placed for attention and for avoidance of water splashes when the drive is vertical and the unit is level with the rocker-box, as on the Sunbeam-Talbot.

Few readers of *The Autocar* would choose a new car without a careful study of the Road Test. As Mr. Lewis suggests, more detailed information on the maintenance side would be very much appreciated. JOHN N. KING.

Appleton, Cheshire.

The Mope

Small Chance of Minimum Speed Enforcement

[65952.]—Letter [65875] mentions that, in America, they have discovered that it is the slow driver who causes the most accidents.

It is true that there are minimum speed laws, but I have yet to hear of a single case where they have been enforced. Some of our narrower, 50-mile roads are clogged, and many accidents have occurred because of deliberate slow driving. The best that local police can do is to request the "mope" to drive a little faster. If one of these people should be taken to court I am certain that the small time judge would not only release him but also angrily remonstrate with the policeman.

GERALD T. WHITE,
Chairman of the Board, Society of Small Craft Designers.

Westlawn, Montville, New Jersey, U.S.A.

Misfiring

A Probable Solution

[65953.]—In your "Readers' Service" for September 24, you published a letter from C.G.B., of London, S.E.4, who is troubled with misfiring at low engine speeds in his 1936 1½-litre Riley.

From past experience (twenty-odd years in the trade!) I should say the trouble is a perforated hot-spot in the inlet manifold of the two cylinders concerned. The inlet manifold is cast aluminium and gradually burns away, thus allowing exhaust gas to enter the engine through the inlet ports. In the early stages only the tick-over is upset; later, performance suffers.

Sheffield, 8. V. GOLIGHTLY.

Reflectors

Best Kept Separate from Rear Lamps

[65954.]—The regulation permits the combining of reflectors with rear lamps and already the motor industry is taking advantage of this.

In this respect we would like to point out that if such a combined lamp becomes damaged, not only will the operator lose the safety margin of a reflector, but also, in our opinion, he lays himself open to two charges—no rear lamps—no rear reflectors.

Surely, in the interest of road safety, cost should be the secondary consideration and the fitting of separate reflectors appears, therefore, to be an obvious necessity?

R. HINDS, M.Inst.P.I.,
Notek Electric Co., Ltd.

Bromley, Kent.

De Luxe

Specialist Coachwork on Smaller Chassis

[65955.]—I see in *The Autocar* of September 24 that a voice [65920] is raised against the ugliness of British cars, compared with those of Italian manufacturers. Your correspondent is entitled to his own views, but I cannot agree that the Fiat 1,100 is any better looking than our own Morris Minor or Ford Anglia and Prefect. As for the Austin-Healey, I think readers will agree that Italy, or, for that matter, any other country, does not offer anything similar at anywhere near the price.

Perhaps what Mr. I. D. Baker wonders, as I myself have often wondered, is, why do British coachbuilding firms not offer special bodies on chassis that are not so large or expensive as Rolls-Royce and Bentley? Surely they are worthy of their art, and surely the manufacturers would make their chassis available as special coachwork would add greatly to prestige and would not compete in price?

Also, why don't the manufacturers themselves offer the "hotted up" modifications made available by the small engineering firms in such profusion? There is certainly the demand and, enough customers would surely order these and a special body.

Thus, perhaps, Britain would play a more important part in automobile body design. After all, you cannot expect the large-scale manufacturer to provide numerous two-seater coupés with such high tooling costs, and it is to these that, I think, your correspondent was referring. A. J. TURNER.

Edinburgh.

[It must be borne in mind that there are fewer and fewer separate chassis available as time goes on.—ED.]

Instrumental

Was the Rear Axle Ratio to Blame?

[65956.]—Replying to Mr. R. N. V. Fairbank [65925] and Mr. A. R. Lee [65888] on the question of inaccurate speedometers, I, of course, do not know the make of car in question. I suggest, however, that it may be one which offers alternative rear axle ratios and that the speedometers fitted may be intended for use with the ratio that is not fitted.

In Mr. Fairbank's case, four speedometers showed the same percentage of error in both mileage and speed and such consistency of error must be more than mere coincidence.

London, S.W.1. B. THURSBY-PELHAM.

Anglo-American

Recollections of a Stutz

[65957.]—In your issue of September 24, dealing with the visiting American cars, you mention ". . . a machine that was made, before quantity production came along, by the hands of craftsmen."

In 1922, while living abroad, I acquired a 1916 Stutz car which then had 50,000 miles to its credit. It had a Stromberg carburettor, and was giving nine miles to the gallon! I managed to get hold of a Rayfield carburettor (than which I still think no finer carburettor has yet been made) and, after a bit of tuning, raised the m.p.g. to fifteen; still not satisfied I hunted around until I found a Bosch two-spark magneto. The engine had a 4½in bore by a 6in stroke and T head; I drilled and tapped, and fitted another set of plugs; I also fitted a water injector to the intake manifold. When I finally parted with this car in 1929 it was giving a steady 18 m.p.g. The king pins were mounted not in bushes but in Timken roller bearings, so that any slight wear could be taken up by turning the castellated nut a notch or two. I may add that the car had 120,000 miles on the odometer.

Some three weeks ago I happened to be in Keswick when the American cars were on show in the market place, and it was a real thrill to see all those famous old cars with which I was familiar as far back as 1906. W. B. POWELL.

Camberley, Surrey.

Traffic Signals

Two Interesting Alternatives

[65958.]—I found the article "Traffic on the Scales" (*The Autocar*, September 24) interesting, having experienced the roads of this country, the Continent and my home country, Australia (although not those of the United States).

The paragraph in connection with traffic signals brought to my mind two systems of traffic control in use in Australia when I left there in 1947. Both systems struck me as being ideal in that they both solved the problem which is present whenever traffic lights are approached—"How long have I to get across?"

The first, used in Geelong, Victoria, consisted of 12 "slats" of light—six red and six green. Starting with only the red showing, one slat would be covered every five seconds (to the best of my recollection). As the last red slat was covered, the six green slats became visible and, in turn, these were covered over automatically one by one—thus enabling an approaching motorist

CORRESPONDENCE . . . . . continued

to see, from the number of slats of light showing, just how long he had to cross the intersection.

The second system, in use in some suburbs of Melbourne, was based on a clock face and pointer, the end of the pointer containing a light which showed either green or red, depending on which part of the clock face it was traversing. The right-hand side of the face was green and the left red. Thus, as the hand or pointer made its journey around the face it was possible to tell just how long there was to wait if red was showing, or how long there was in which to cross if the green light was visible.

Both systems were visible from a good distance, and did not appear to encourage any final sprinting to "catch" the green.

Wendover, Buckinghamshire. F. HARCOURT BAIRD

"Odometer"

A Matter of Taste

[65959.]—I have read, enjoyed and admired *The Autocar* for over 35 years, but every time I see you using the word "odometer" it gives me the shudders. I do not believe I am alone in disliking it.

To the general public it means nothing. A proportion of your readers no doubt understand it, but I don't believe that 0.01 per cent of them ever use the word.

After some research I find that "odometer" may be a cockney version of "hodometer"—an instrument attached to the axle of a vehicle to register the revolutions of the wheels.

I have recently come down from St. Andrew's avoiding A1 and had a most enjoyable and peaceful journey. The extra distance on my "mileage recorder" was under 20 miles.

London, S.W.3. E. L. CLARKE.

[The definition of "odometer," given in Odham's Dictionary, is: "A device for measuring the mileage of a vehicle."—ED.]

Light Fingered

One Way to Acquire Reflectors

[65960.]—In these days of new reflector regulations there is a rush to obtain the discs—not always from the correct source. I have just had a pair stolen from my car.

The majority are fitted by self-tapping screws. I suggest the only way to prevent their loss is to bend the end of the screw inside the car panel, or to fit a bolt with locking nuts.

London, W.C.1. M. C. PALMER.

Who Pays?

The Knocker or the Knocked

[65961.]—I recently parked my car outside my sister's house on the correct side of the road, close to the kerb, in daylight. Shortly afterwards, when the car was unattended, another motorist accidentally backed into it, doing damage which cost just less than £5 to repair.

I completed an accident form and sent it to my insurance company. They now state that, in the event of confirmation that the knock-for-knock agreement applies, I shall lose my no-claim bonus.

I know, like all motorists, that these insurance companies are always on the right side, but it may not be generally known that a motorist can be so penalized for something that happens when he is not even in the car.

As the other individual has been the subject of a claim he, too, will lose his no-claim bonus, and the companies between them will collect far more than the cost of the repairs.

E. J. VIVIAN, WING CDR., M.B.E., R.A.F. (Retd.).

Hitchin, Hertfordshire.

Dazzle

Thoughts Brought About by Winter's Approach

[65962.]—With the approach of winter the problem of dazzle will be once again to the fore. Without wishing to provoke a lot of argument, I should like to point out, once again, the advantage of using yellow head lamp bulbs. From the point of view of the motorist facing yellow lights, the absence of the blue end of the spectrum reduces both the dazzle and the time taken for the eye to recover its dark-adaptation. From the point of view of the user of yellow lamps, the reduction in visibility is small, since the sensitivity of the human eye is at the maximum in the yellow band.

I appreciate the fact that a yellow bulb costs more than twice as much as the already expensive white one, and in my opinion this iniquitous price deters the majority of motorists from at least trying them.

On the same subject of dazzle, I would like to pass on two methods I have found to reduce the effect of meeting ill-directed head lamps. One is deliberately to avoid looking directly at the oncoming lights, directing the eyes instead to the dark area on the left side. This means that the image of the lights is formed on a less sensitive part of the retina, and the return of dark-adaptation is more rapid.

The second method is to close, or partially close, one eye until the lights have been passed, when the eye will have retained practically its full sensitivity.

Maidenhead, Berkshire. NORMAN L. BOLLAND.

Duality

Where Will It Stop?

[65963.]—I saw in the Press recently that motorists may soon have to fit dual mirrors. Is there any ending to this duality? Will we soon have dual control and eight wheels and brakes per car?

All in the interests of safety, I agree. The recently imposed law of two reflectors is a good one, and I think will pay off, but as there already seem to be a great many drivers who do not realize even that they have one mirror, I fail to see what good either one or a hundred will do. In most cases it is not the quantity of the accessories that matters, but just that they are not used, at least not for the purpose for which they were designed.

More cost to the motorist—that is all one can see coming. Manufacturers have put in the extra reflectors as standard, but will they see fit to put in the extra mirrors? Let the Ministry get ahead with some new ideas—or old ones—on new roads, and spend some of the money they take from us each year; do away with the archaic system of lanes which we call main roads in this country, instead of imposing petty regulations which merely scratch at the surface of the problem of road safety.

No amount of mirrors will stop the man behind from running into you if he is not looking what he is doing, and neither will they make him more observant nor increase his reaction speed, however good one's signals or stoplight might be, or however great the emergency. P. D. BENJAFIELD.

Guildford, Surrey.

Posture

What Is Wrong With An Extra Cushion?

[65964.]—Mr. W. G. Soper [65938] rightly draws attention to the fact that many drivers cannot properly see the road ahead over the high bonnet-line of the average car. Referring to the resulting tendency to peer, head back, through the rim of the steering wheel, he says, "after an hour of such driving the poor souls find it physically impossible to continue in this absurd posture." Even poorer, surely, are the souls of those who get stuck behind this type of driver—there is no doubt that the majority of the crown-of-the-road brigade are persons of small stature who adopt just the posture described by Mr. Soper.

What is wrong with sitting on an extra cushion? If the police were to stop the offenders and suggest this simple remedy, pointing out the advantages of sitting up high enough to have proper control of the car, I believe that a real contribution to road safety would be made. That such an expedient should be necessary at all is regrettable, and is the responsibility, largely, of the so-called stylists of the post-Vintage period; a notable improvement in forward visibility is to be seen in some recent products, for example, the post-war Fords and the Volkswagen. In the meantime, however, there is scope for a campaign with the slogan "Sit up—don't be an Abominable Slowman."

London, S.W.7. CLAUD POWELL.

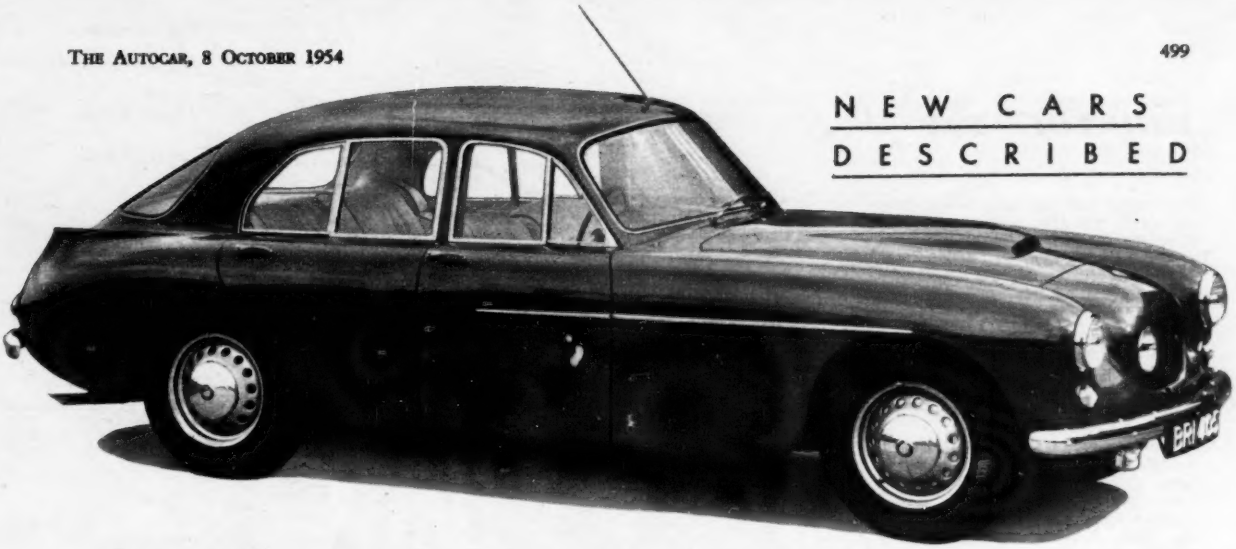
Windscreens

Laminated Glass and Plastic?

[65965.]—I read with interest Mr. H. Hay's letter [65906] regarding the possible use of Perspex for windscreens. Could not a very thin sheet of glass be laminated on a Perspex screen? This would avoid scratching and would be perfectly safe.

Leatherhead, Surrey. R. KNOLLER.

NEW CARS DESCRIBED



The Bristol 405 follows the general lines of the 404 as regards the front and rear end treatment, although the wheelbase is, of course, longer to accommodate the four-door body.

NEXT IN SEQUENCE . . . THE

BRISTOL 405

Four-door Quality Sports Saloon Forms Logical Development of 403 and 404

IN May and September, 1953, the Bristol Aeroplane Company announced two new models: the 403, a four-seater two-door saloon similar in appearance to the Type 401 but with improved engine performance, and the Type 404, a closed two-seater sports car on a short-wheelbase chassis, powered by an engine similar in basic design to that used for the 403 but running on a higher compression ratio. Its power output of 105 b.h.p. compared with 100 b.h.p. for the 403. An alternative engine was also available for the 404, having a modified camshaft which increased the output to 125 b.h.p. at 5,500 r.p.m. Now comes the 405—a logical development.

The 405 has been developed very closely along the lines of the 404, but like the 403 it has a four-seater body, this time with four doors, which is a new feature for Bristols. The mechanical components are similar to those of the two-seater, and except for a change in the exhaust system the power unit is unaltered. It will be remembered that this six-cylinder unit is of rather unusual design, utilizing a system of cross push rods which enable the inclined exhaust valves to be operated by a camshaft located on the opposite side of the engine. The combined cylinder block and crankcase is short; it terminates at the crankshaft centre line. The lower chamber is divided into three compartments by the two webs which support the intermediate main bearing shells. The cylinder bores are fitted with Brivadium dry liners, and the water jackets run the entire length of the bore on the exhaust side, but on the inlet side the jacket length is reduced to provide clearance for the tappets, which are inserted through a hole in the side of the crankcase. This is enclosed by a cover plate.

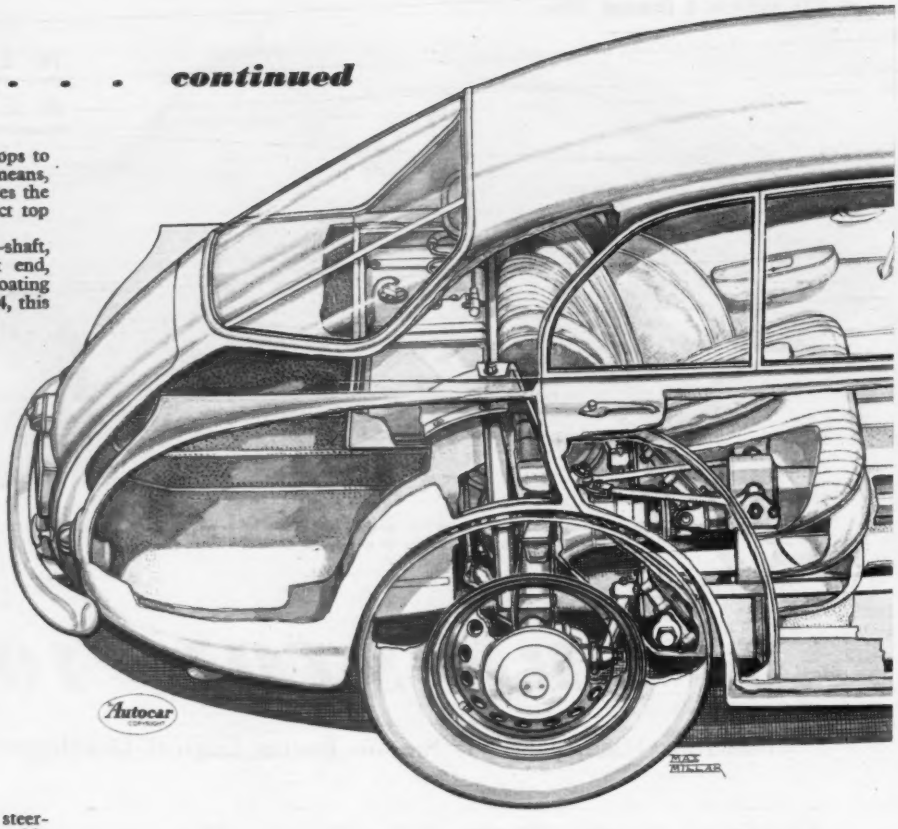
Copper-lead steel-backed bearings support the crankshaft, which has nitride-hardened journals. Bolted-on balance weights are used and these are placed on each side of the intermediate main bearings, and on the insides of the front and rear main bearings. There is a torsional vibration damper at the front of the shaft. The bottom of the crankchamber is enclosed by a deep, light alloy sump which has a capacity of 12 pints.

Hemispherical combustion chambers are formed in the aluminium alloy cylinder head. Both the inlet and exhaust valves are inclined at an angle of 40 deg to the vertical line so that the included angle between the valves is 80 deg. Because of the material used for the head construction, seat inserts of centrifugally cast austenitic steel are used for both inlet and exhaust valves, and bronze inserts are provided for the 10mm sparking plugs which are in the top of the chambers between the valves. As before, the three downdraught Solex carburettors each supply a pair of near-vertical inlet ports. The exhaust gases are directed out through six ports in the side of the head, but in place of the six-branch manifold and single pipe used on the 404, the 405 has two three-branch manifolds with dual pipes running to a single silencer located amidships. A single tail pipe sweeps out diagonally at the right-hand rear corner of the car.

As with the other models, the drive is transmitted via an 8in-diameter clutch to the four-speed gear box, which has synchromesh on top, third and second gears; first gear is fitted with a free wheel. The gear box casing is split on the vertical centre line to permit the use of intermediate centre bearings for both the main and layshafts. A new feature is the inclusion of a fifth ratio, provided by the Laycock-de Normanville overdrive unit. This is built into the rear of the gear box casing in place of the previous extension. After direct top gear has been selected by the central remote control gear lever, overdrive can be engaged by raising the control lever of the switch on the right-hand side of the facia; this energizes a solenoid which effects the change. The change down from overdrive to direct top gear can be made by depressing the facia switch lever in the normal way. But if the driver changes down from overdrive to any of the indirect ratios, by operating the gear lever in the normal way, the overdrive engagement circuit is automatic-

Instruments are surrounded by a large cowl trimmed with leather, while the minor controls are grouped below the centre section of the facia, and on the right-hand side. The lever for the overdrive switch can be seen just to the right of the cowl, and to the left of the screen wash button.

BRISTOL 405 . . . continued



ally broken and the facia switch drops to the direct top gear position; this means, therefore, that when the driver moves the gear lever back into top gear, direct top and not overdrive will be selected.

A short Hardy Spicer propeller-shaft, with a sliding joint on the front end, continues the drive to the semi-floating spiral bevel rear axle. As on the 404, this is located transversely by an A-bracket pivoted to the frame, the apex of the A being ball-jointed to the centre section of the casing. Longitudinal torsion bars form the rear springs, and levers attached to the rear ends of these are coupled to the other ends of the rear axle casing via short connecting links. It is, of course, necessary to use these short links to compensate for the change in position of the centre around which the axle pivots in relation to the torsion bar fulcrum point.

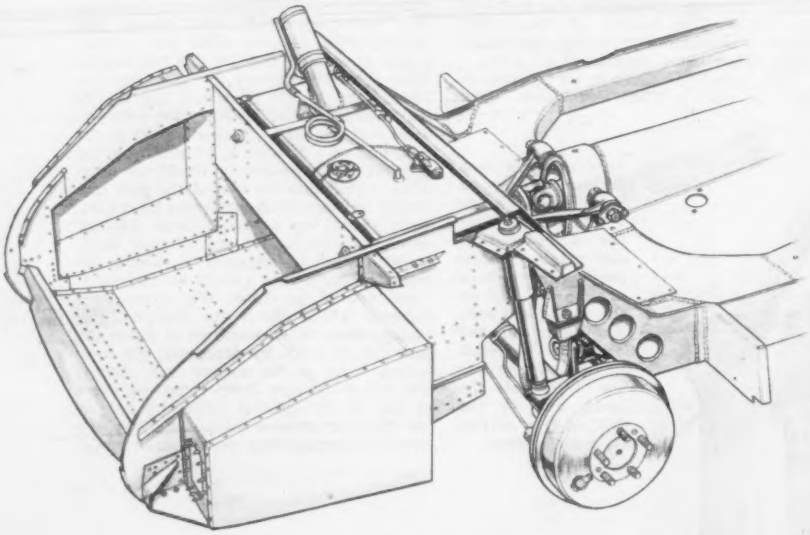
The front suspension is similar to that used on the 404 apart from a change in rate of the transverse leaf springs which form the lower suspension members. The complete front cross member, together with the spring, upper wishbones, stub axles, brakes and rack and pinion steering unit, is built up as a sub-assembly and attached to the front tuning-fork-shaped frame by means of two flanges, each having four bolts. This arrangement not only assists assembly but is also very useful in accidental damage or servicing.

Alfin Drums

The brake drum dimensions are similar to those of the 404, and the large Alfin brake drums first seen on that model are also retained, but in place of twin master cylinders, both front and rear brakes are operated by a single unit.

Like that of the 403, the wheelbase of the 405 is 9ft 6in but the chassis frame is modelled on that used for the short-wheelbase 404, with side members extended some 18in to cater for the increased wheelbase. The side members are about 6½in deep and are of box section formed by welding a vertical external closing plate to the flanges of a "top-hat" section; 14-gauge material is used for the side members, the 3in-diameter cross member, and the rear box section cross member, the front cross member being of 12-gauge steel.

The tops of the rear dampers are attached to the frame extensions, which sweep up at the axle. The fuel tank is mounted high up and well forward in the luggage compartment, so that there is luggage space beneath it.

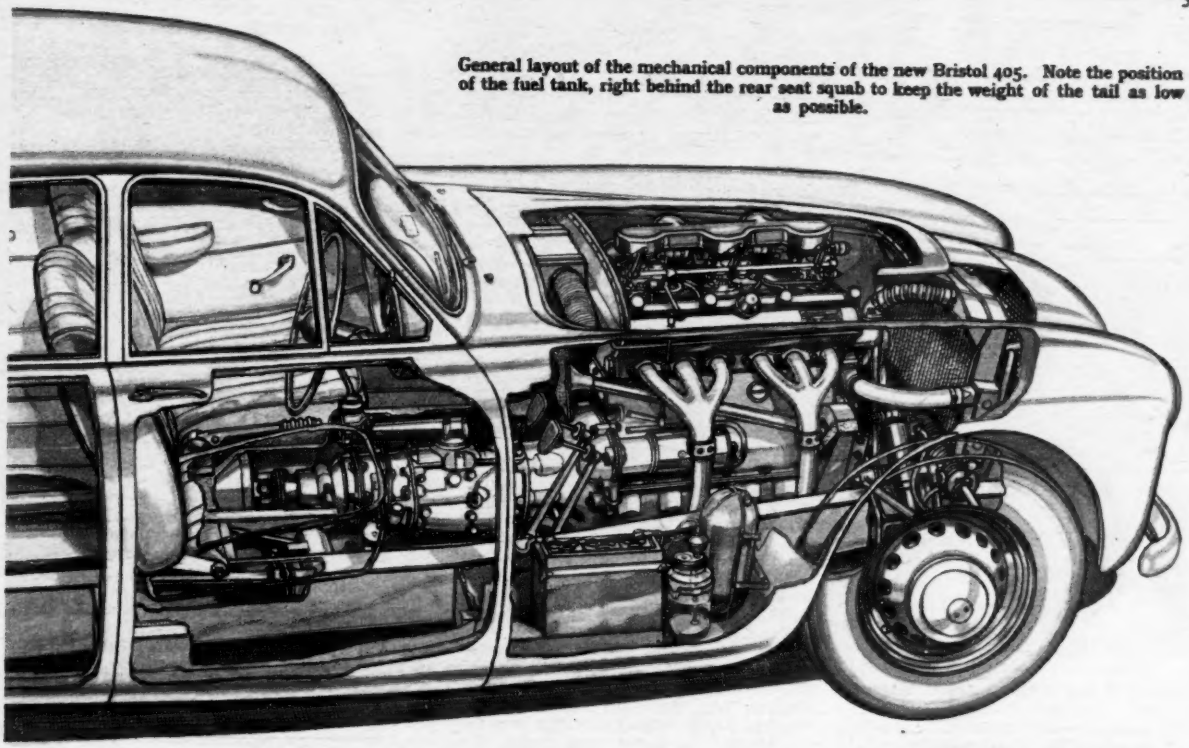


To the rear of the main frame is attached a rear extension of composite structure consisting of steel brackets and light alloy sheet. This takes the form of two diaphragms spaced at the top by the petrol tank chamber and at the bottom by the luggage locker floor, around the rear ends of which the rear portion of the body shell is clinched. To increase luggage locker space the centre section of the diaphragms is in the form of box section panniers built out on each side of the structure. The remainder of the body structure is of composite construction, the front section being very similar to that used on the 404. It is built up of steel and light alloy.

With the exception of the door centre pillars, all the structural members above the waistline are formed from ash, solid ash being used for the screen pillars while a resin-bonded laminated construction is used for most of the other members. To this composite structure consisting of ash framework, light alloy and steel, is attached the main body skin, produced from 18-gauge aluminium alloy. To provide increased strength locally, the skin material is increased in thickness to 16 gauge for about 4in from each side of the front wing crown line.

Well-furnished

The interior of the Bristol is beautifully trimmed in best quality crushed grain hide, with Wilton carpet on the floor. The seats are formed of ash frames and are upholstered with Dunlopillo supported on elasticized webbing. The general cockpit layout is very well arranged. The instruments are grouped right in front of the steering wheel and are surrounded by a deep cowl to prevent reflection in the screen at night. This



General layout of the mechanical components of the new Bristol 405. Note the position of the fuel tank, right behind the rear seat squab to keep the weight of the tail as low as possible.

tendency is still further reduced by trimming the cowl and top part of the facia with a very businesslike dull black leather, while the panel and lower facia are in polished hardwood.

In producing the 405 the engineers of the Car Division of the Bristol Aeroplane Company have produced a four-seater car with a frontal area only 0.13 sq ft greater than that of the 404 two-seater, while the weight of the new four-door car is rather more than half a hundredweight less than that of the 403 (which has only two doors). As regards weight distribution, both the 404 and 405 cars have approximately 52 per cent of weight on the front wheels, a feature which helps to improve directional stability.

The 405 is an expensive car, but a close examination of both the mechanical components and the bodywork indicates that the manufacturers of this streamlined sports saloon are out to produce a vehicle that is as good as the best.

A four-seater drophead coupé with body by Abbotts of Farnham is also available.

SPECIFICATION

Engine.—6 cyl, 66 × 96 mm, 1,971 c.c.: Compression ratio 8.5 to 1. 105 b.h.p. at 5,000 r.p.m. Maximum torque 123 lb ft at 3,750 r.p.m. Four-bearing crankshaft. Hemispherical combustion chambers. Inclined overhead valves operated by push-rods and rockers, with additional cross push-rods for the exhaust valves. Single side camshaft.

Clutch.—Borg and Beck, 8in diameter, dry single-plate. Six springs. Carbon thrust withdrawal mechanism.

Gear Box.—Overall ratios: Overdrive 3.28 to 1; top 4.22; third 5.46; second 7.71; first 15.24 to 1. Reverse 12.2 to 1. Synchromesh on top, third and second gears; free wheel on first.

Final Drive.—Spiral bevel axle 4.22 to 1 (9 : 38). Two-pinion differential.

Suspension.—Front, independent by transverse leaf spring and upper wishbones; rear, live axle, longitudinal torsion bars. Telescopic dampers. Suspension rate (at the wheel): front, 88 lb per in; rear, 132 lb per in. Static deflection (fully laden), front 7.8in; rear 6.5in.

Brakes.—Hydraulically operated, two-leading shoe front; leading and trailing shoe rear. Drums: 12in diameter, 2½in wide, front; 11in diameter, 1¾in wide, rear. Total lining area: 168 sq in (94 sq in front).

Steering.—Rack and pinion. Three turns from lock to lock.

Wheels and Tyres.—Michelin X, 5.75-16in on 16 × 4½in wide-base rims. Five-stud perforated disc wheels.

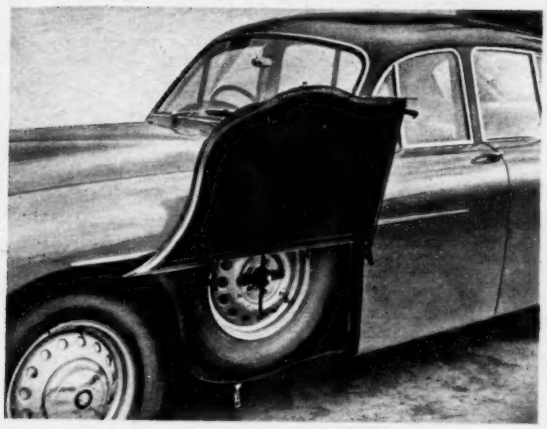
Electrical Equipment.—12-volt; 51-ampère-hour battery. Head lamps, double-dip 60-36-watt bulbs.

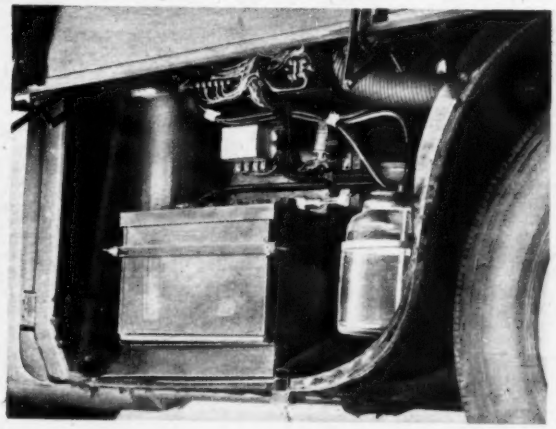
Fuel System.—16-gallon tank (including 2 gallons reserve). Oil capacity 12 pints. Full-flow filter.

Main Dimensions.—Wheelbase 9ft 6in, track (front) 4ft 4.36in, (rear) 4ft 6in; length 15ft 9¼in, width 5ft 8in, height 4ft 9¼in; ground clearance 6¼in. Frontal area 21.36 sq ft; turning circle 37ft 6in. Weight (without fuel) 2,712 lb; weight distribution 52.3 per cent front.

Price.—Basic £2,250; purchase tax £938 12s 6d; total £3,188 12s 6d (saloon and drophead coupé).

The spare wheel is housed on the left-hand side of the body, just behind the front wheel. A similar compartment on the right of the car is provided for the battery, electrical equipment and screen wash bottle.





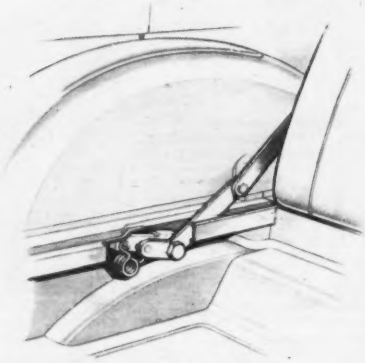
NEW CARS DESCRIBED

The rear door of the Husky is hinged on the right-hand side and is controlled by a catch on the left-hand side of the body just behind the front door.

TO the well-known Rootes trio of Hillman Minx, Humber Hawk and Snipe there is now added a fourth model, the Husky. This is the name given to the latest addition to the Hillman range. The smallest car produced by the Rootes Group, the Husky is designed to be a dual-purpose vehicle that is economical to operate and well able to cope with the needs of those requiring a vehicle that will transport goods, but have the comfort and convenience of a saloon car. The Husky also provides more luggage space than is usually supplied on a car of up to 1½ litres.

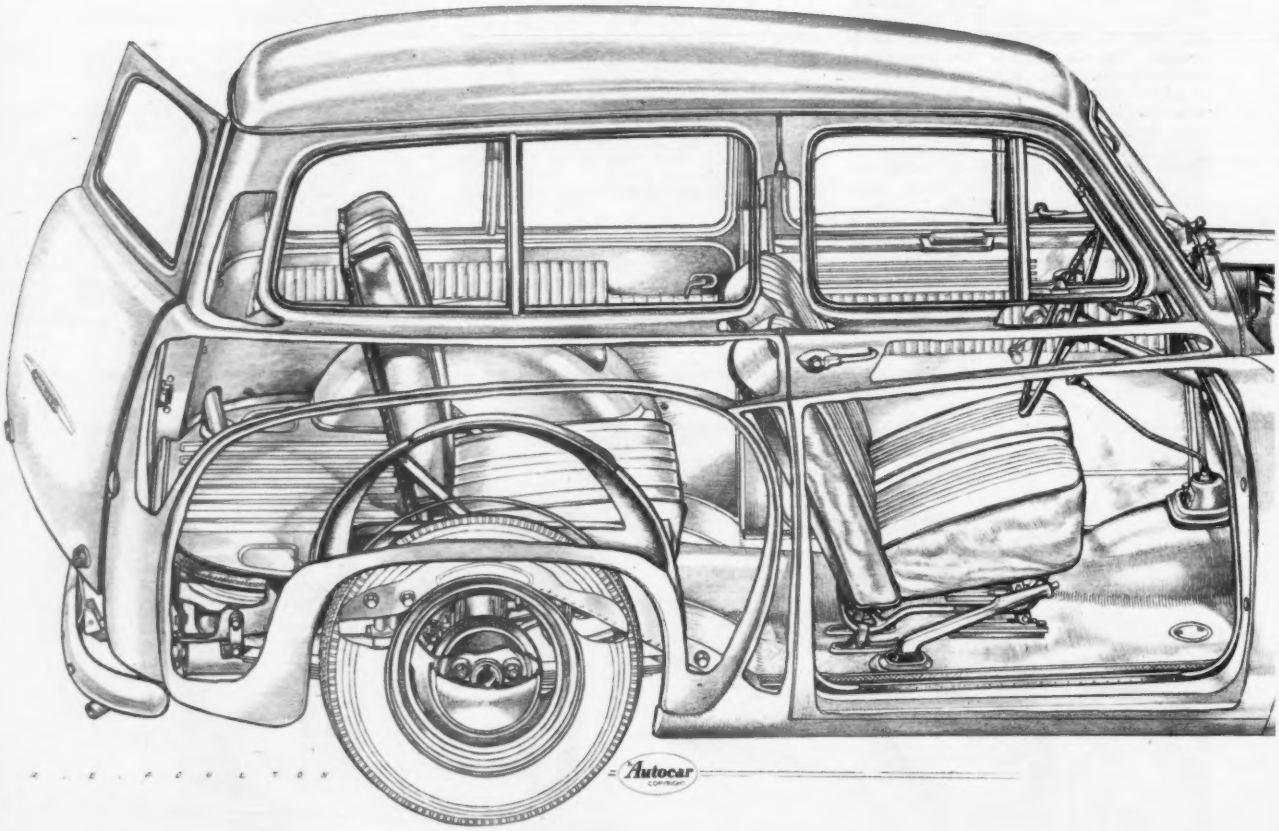
The new model has been developed from the well-known Hillman Minx, and bears many of the well-tried features found in its bigger sister. Although it is a smaller and lighter vehicle many of the chassis components are similar. The brake lining area is the same and, in terms of lining area per ton, the Husky compares very favourably, figures being 107 and 98 sq in per ton respectively. In a similar way, although the power unit has been detuned in the interests of economy, the power-weight ratio is 40.7 b.h.p. per ton, the corresponding figure for the Minx being 39.9 b.h.p. per ton.

The Husky is powered by the well-known Minx four-cylinder side-valve engine; this unit is of orthodox design. The carburettor has been modified for economy with the result that the engine develops approximately 2½ b.h.p. less for the Husky. It has a long stroke, the stroke-bore ratio being a little less than 1.5 to 1. A single casting forms the crankcase and cylinder block, and the crankshaft is supported on three main bearings; these are of the steel-backed white metal type, and bearings of a similar material are also used for the big ends. Like the crankshaft, the camshaft is also supported by three bearings, and is driven from the front end of the crankshaft by means of a chain. The inlet and exhaust valves are placed side by side in the cylinder block on the right-hand side of the engine;



Spring loaded catches are fitted on the struts which support the back rest for the rear seats.

HILLMAN PROVIDE DUAL-ESTATE CAR



the cylinder head is of cast iron. An AC mechanical fuel pump supplies fuel to the downdraught carburettor. An interesting feature on the manifold is the thermostatically controlled hot-spot.

From the engine the drive is continued via the 7¼in diameter clutch to the four-speed synchromesh gear box. This component, also, is similar to that used on the Minx except that cost, weight and complication have been reduced by reverting to a central gear change. From the gear box the drive continues by an open propeller-shaft to the spiral bevel final drive; the axle casing is attached to the body structure by two rear leaf springs arranged to have a dual rate. The independent front suspension system is similar to that on the Minx and consists of semi-trailing wishbones and coil springs, although unlike on the Minx there is no anti-roll bar. The steering unit is placed behind the front wheel centre line, and the steering box is coupled to the wheels by a two-piece (long and short) track rod.

An integral type of body construction is retained with the Husky, and in fact the main pressings for the front half of the car—back as far as the front doors—are similar to those used on the Minx; however, owing to the reduction in wheelbase—it is 9in shorter than that of the Minx—a new floor pressing is required. The pressings used for the rear section of the body are, of course, peculiar to the Husky. This method of utilizing a large number of existing components which have been cleverly blended into the new model enables the vehicle to be produced much more economically than if new tooling were required.

The body construction is simplified by the use of only two side doors, together with a single door at the rear to gain access to the luggage compartment; this door also encloses the spare wheel, which is housed in a separate compartment below the flat floor to the luggage compartment. Following normal estate car practice there is a two-position rear seat, which, when erected, enables the car to accommodate four persons comfortably; when only two are carried, the rear seat cushion, which is hinged on its leading edge, can be pivoted up, and the seat squab can be folded forward to provide a large flat floor area capable of carrying a great deal of luggage. With the seats in this position, the pressing used for the bottom of the seat cushion is placed vertically at the front of the flat floor, so that it protects the backs of the front seats from accidental damage that might be caused by articles carried in the rear of the car.

Although the interior fittings are perhaps not quite so lavish as those on the Minx, the interior of the Husky is well finished, with simple trim panels on the insides of the doors and a washable p.v.c.-coated head lining. There are both drop windows and pivoting quarter lights in the front doors, although all the windows in the rear part of the car are fixed. In place of the normal type of external lock for the rear door, a remote control catch is provided which is operated from an inside lever, just to the rear of the left-hand front door. In place of the normal remote control bonnet catch there is an external lever which projects through the front of the radiator grille; consequently it is not possible to lock the engine compartment.

The new Hillman Husky has a trim and businesslike appearance, and a station wagon type of body which is blended neatly into the familiar styling of the front part of the Minx. The car shown here is fitted with optional extras in the form of over-riders and white-wall tyres.

PURPOSE HUSKY

VEHICLE OF COMPACT APPEARANCE

SPECIFICATION

Engine.—4 cyl, 65 × 95 mm, 1,265 c.c. Compression ratio 6.63 to 1. 35 b.h.p. at 4,100 r.p.m. Maximum torque 55.5 lb ft at 2,200 r.p.m. Three-bearing crankshaft. Side valves operated by single side camshaft.

Clutch.—7¼in diameter dry single-plate Six springs. Carbon thrust withdrawal mechanism.

Gear Box.—Overall ratios: Top 4.778; third 7,126; second 11.807; first 17.045 to 1. Reverse 22.726 to 1.

Final Drive.—Spiral bevel axle 4.778 to 1. (9 : 43). Two-pinion differential..

Suspension.—Front, coil springs, upper and lower wishbones; rear, half-elliptic leaf springs. Suspension rate (at the wheel), front, 86 lb per in; rear (dual rate) 91/167 lb per in. Static deflection: front, 6.32in; rear, 5.88in.

Brakes.—Hydraulically operated, two-leading shoe, front; leading and trailing shoe, rear. Drums: 8in diameter, 1½in wide, front; 8in diameter, 1½in wide, rear. Total lining area: 92 sq in (46 sq in front).

Steering.—Burman worm and peg, two-piece track rod.

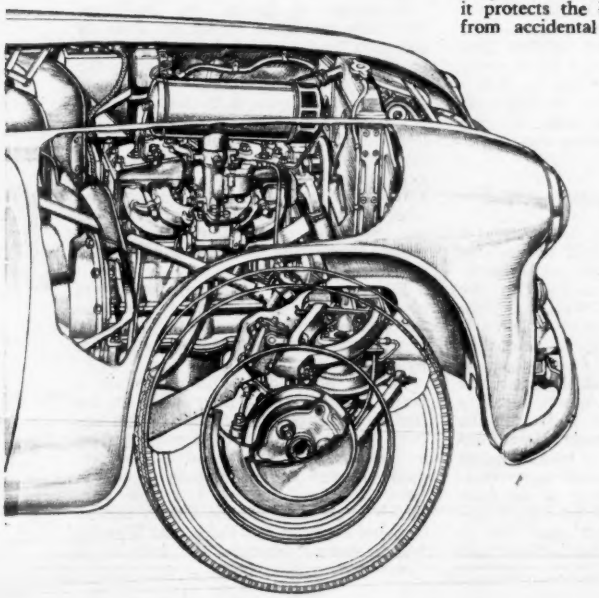
Wheels and Tyres.—Dunlop 5.00-15in tyres on 3D × 15in rims. Three-stud steel disc wheels.

Electrical Equipment.—12-volt; 38-ampère-hour battery. Head lamps, double dip, 42-36-watt bulbs.

Fuel System.—6½-gallon tank. Oil capacity 7½ pints.

Main Dimensions.—Wheelbase 7ft 0in, track, front, 4ft 0¾in, rear, 4ft 0½in. Length 12ft 1½in, width 5ft 2in, height 5ft 1in. Ground clearance 6½in. Frontal area 20.45 sq ft. Turning circle 31ft 0in. Weight (with 6½ gallons fuel) 1,925 lb; weight distribution, 50.5 per cent front.

Price.—£398, purchase tax £166 19s 2d, total £564 19s 2d.



The layout of the main components and the seating in the Husky are shown by this cutaway drawing. Note the single large rear door and the central gear-change lever.

NEW CARS DESCRIBED

VAUXHALL WITH TRIMMINGS

WITH the introduction of the Cresta, Vauxhall Motors, Ltd. enlarge their range of models for the new season; the new car is a rather more expensive de luxe version of the well-known six-cylinder Velox. The Velox and the four-cylinder Wyvern are continued. There are no major mechanical changes, but on all models there are several detail improvements to the engine, steering gear, electrical system and heater. The frontal appearance of the cars has been changed somewhat and there is an improvement in forward visibility as a result. Integral construction is used on Vauxhall models, and the body-cum-chassis is treated with an anti-rust solution before painting.

Front suspension is by coil springs and double wishbones; long half-elliptic springs with three leaves only are used at the rear, and the axle is mounted forward of the spring centre. Vauxhall-manufactured telescopic dampers are fitted front and rear. Those at the front are mounted in the centre of the coil springs and those at the rear are splayed outwards to combat roll. Vauxhall-designed brakes with Lockheed hydraulic actuation are fitted. The parking brake on the rear wheels is operated by a convenient hand lever mounted on the floor by the side of the driving seat.

Changes in the frontal appearance are at once apparent in the new Vauxhalls and the de luxe model Cresta is distinguished by the name plate on the side of the wings and by the whitewall tyres. The Velox, as well as the Cresta, has rear wheel side panels.

RANGE INCREASED WITH FULLY EQUIPPED SIX-CYLINDER CRESTA

Leather upholstery in two colours and thick floor carpeting help to make the interior of the new Cresta very comfortable. The folding central arm rest will be appreciated by passengers.

The former assembly of steering column and box is replaced by two separate, rigidly mounted units, the column assembly and the steering gear box. These are connected by a small flexible coupling which helps to absorb road shocks. The steering rod ball ends have been increased in size and the centre tie rod is cushioned by two rubber bushes.

Alternative Compression Ratios

Choice of either 6.5 to 1 or 7.3 to 1 compression ratio has been offered for some time now for the six-cylinder engine, and this is now extended to the four-cylinder model, the Wyvern. With the higher compression ratio the maximum b.h.p. of the Wyvern becomes 47.7 at 4,000 r.p.m. and the torque is 81.1 lb ft at the commendably low figure of 2,000 r.p.m. These figures compare with 45.5 b.h.p. and 76.6 lb ft with the 6.5 to 1 head. Chromium plated top piston rings are now fitted to all engines to keep cylinder bore wear to a minimum, and the timing chain on the four-cylinder engine is now fitted with a tensioner. The three-speed gear box is retained, but the gear change lever and mechanism have been improved and modified with further simplification as the objective.

Electrical equipment on the new Vauxhalls has come in for its share of attention, and one interesting feature is an interruptor unit fitted in place of the fuse block on the scuttle. This interruptor unit contains a bi-metallic strip. If a current flow above normal occurs, it causes the temperature of the strip to rise and the circuit breaks, making again as the strip cools. This unit is placed in the head light circuit, and whereas formerly a short circuit would put the lights out, the interruptor unit merely flashes the lights on and off until the trouble is cured.

Flashing type direction indicators replace the semaphore pattern used on the previous models, and the stop light switch is now mechanical and not hydraulic.

Among other detail alterations are a larger diameter petrol filler orifice for the fuel tank, a strengthened lid for the luggage locker and a redesigned heating and demisting unit. Good as the previous heater was, Vauxhalls claim to have improved on it. The new unit, which is standard on the Cresta and an optional extra on the Velox and Wyvern, has a system whereby the mixture of

hot and cold air passing through the heater element is controlled, and this provides a rapid response to the movements of the control lever. Previously temperature control was effected by varying the flow of water.

Although the frontal appearance has been altered, the new models are still recognizably Vauxhall, and those links with the past, the bonnet flutes, are still happily retained, even if modified since the days of the Prince Henry and 30-98 models! The roomy interior of the body, with its wide bench seats, is bright and cheerful, particularly so on the new Cresta, which has two-tone leather upholstery. A redesigned facia and instrument panel contains a recessed circular speedometer, with control switches placed above and either side of a central cubby hole. On the left side of the panel is a grille for the loud speaker unit of a radio which can be supplied as an extra on all models.

When screen washing equipment is fitted, the operating button is placed in the centre of the windscreen wiper control switch. Push button door handles and balanced direct-lift windows are retained in the new models. A very wide range of colour schemes is available, with two-tone external finish on the Cresta if required.

CRESTA SPECIFICATION

Engine.—6 cyl, 79.4 × 76.2 mm, 2,262 c.c. Compression ratio 6.5 or 7.3 to 1. Maximum b.h.p., 65.5 or 67.5 at 4,000 r.p.m. Maximum torque 110 lb ft at 1,200 r.p.m. or 114 lb ft at 1,400 r.p.m.

Transmission.—Three-speed gear box. Overall ratios: Top 4.125; second 6.72; first 12.79 to 1. Hypoid bevel final drive, ratio 4.125 to 1.

Suspension.—Front: Independent by coil springs and wishbones. Rear: Half-elliptic leaf springs. Double-acting dampers front and rear.

Brakes.—Vauxhall design, hydraulic actuation. Front: Leading and trailing shoes. Rear: Leading and trailing shoes. Drums: Front, 9.13in diameter, 1.5in wide. Rear, 9.13in diameter, 1.25in wide. Lining area: Front, 55 sq in. Rear, 45.5 sq in.

Steering.—Recirculating ball type. Three turns from lock to lock.

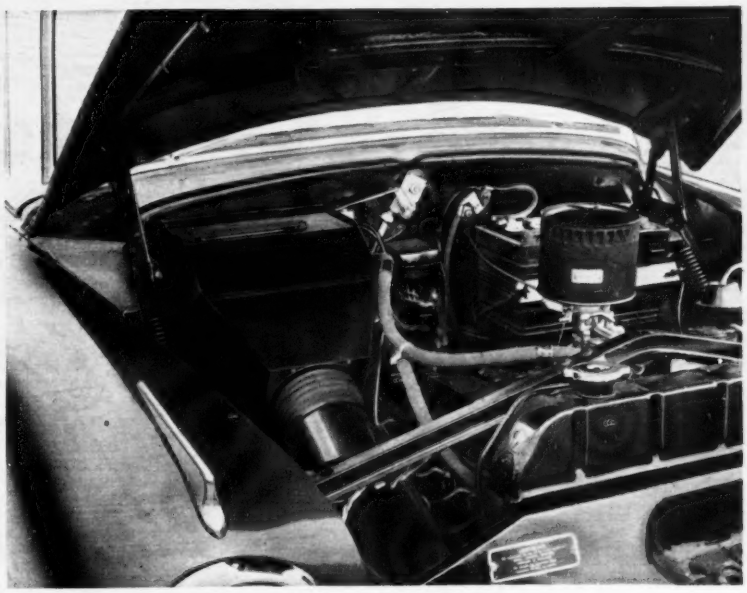
Tyres.—5.90 × 15in.

Electrical Equipment.—12-volt, 53 ampère-hour battery. Head lamps, double-dip, 42-36 watt bulbs.

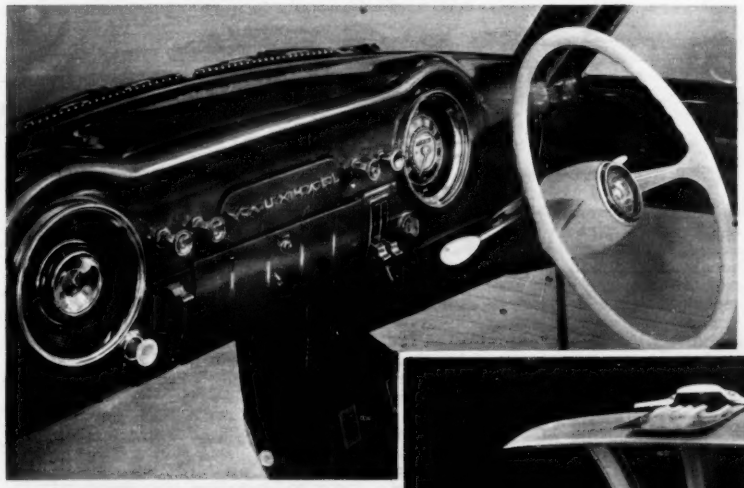
Fuel System.—11-gallon tank. Mechanical fuel pump. Oil capacity 10 pints.

Main Dimensions.—Wheelbase 8ft 7in. Track (front) 4ft 5in; (rear) 4ft 6½in. Overall length 14ft 4in. Width 5ft 6½in. Ground clearance 7in. Frontal area 22.5 sq ft (approximately). Turning circle 38ft. Weight 22¾ cwt (2,451 lb).

Prices.—Wyvern: Basic, £495, plus British purchase tax, £207 7s 6d. Total in Great Britain, £702 7s 6d. **Velox:** Basic, £535, plus British purchase tax, £224 0s 10d. Total in Great Britain, £759 0s 10d. **Cresta:** Basic, £595, plus British purchase tax, £249 0s 10d. Total in Great Britain, £844 0s 10d.



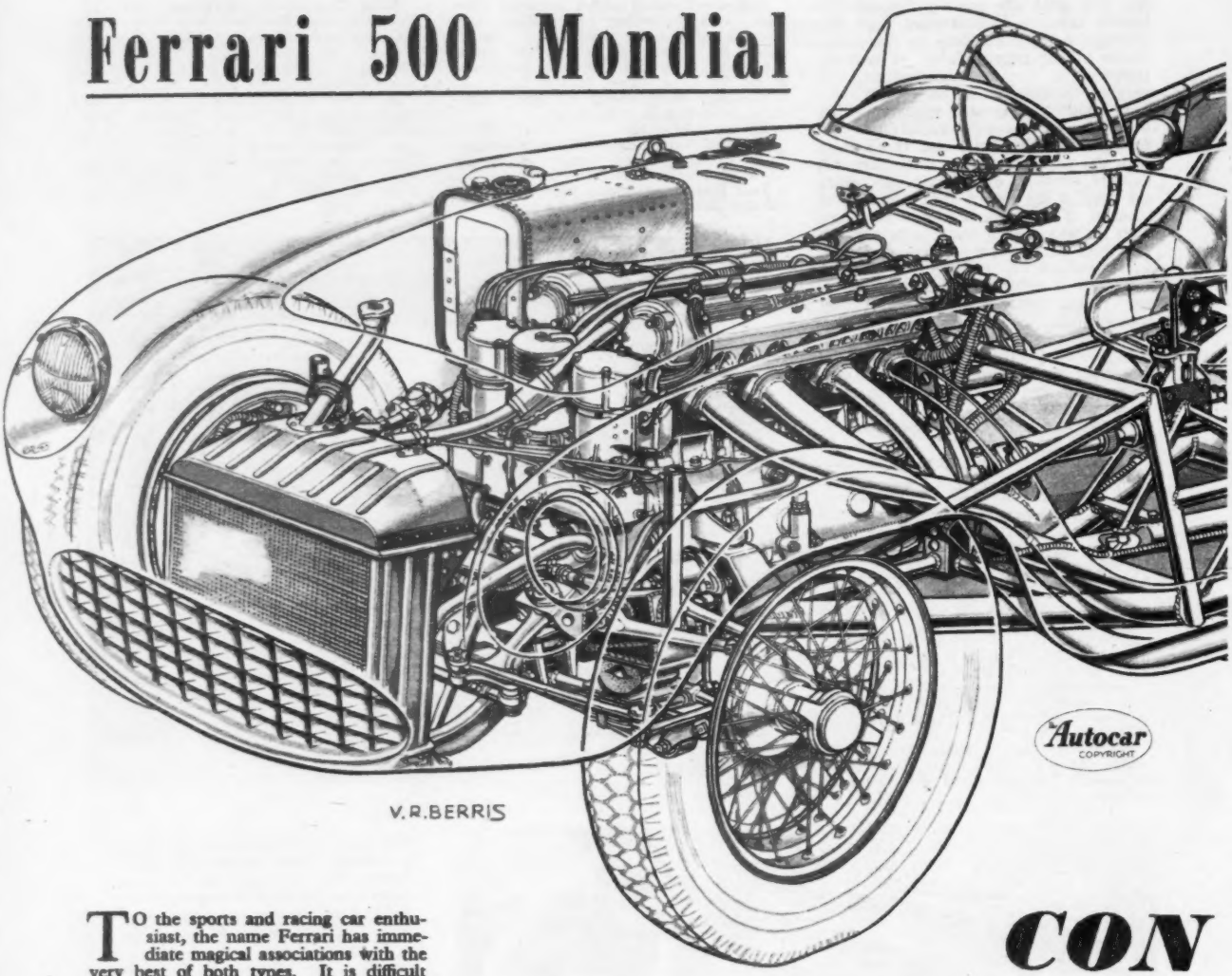
The six-cylinder engine of the Cresta is almost hidden beneath the accessories. The new type heating equipment is on the right of the engine and the battery occupies the other side of the bulkhead.



Noticeable in this view of the front compartment of the Cresta is the tubular casing enclosing the steering column and gear change mechanisms. Protruding from the left of the column is the gear lever and on the opposite side the control for the direction indicators. The shallow hoods above the speedometer and loudspeaker grille should obviate any tendency for the plated bezels to reflect in the windscreen.

By mounting the 11-gallon petrol tank behind the rear seat, and the spare wheel below the floor of the luggage locker, plenty of space is available in the locker itself. Small tools are kept in an open shelf and the jack is clipped to the inside of the left-side wing.

Ferrari 500 Mondial



CON

TO the sports and racing car enthusiast, the name Ferrari has immediate magical associations with the very best of both types. It is difficult sometimes to remember that the first Ferrari car did not appear until this present post-war period—that is, since World War II—although the name of Ferrari was well known before the war. Enzo Ferrari, one-time Alfa Romeo racing driver, took over and ran the works *monoposto* Alfa Romeo racing cars in the early 'thirties, the organization being known as the Scuderia Ferrari. It is the development of this same organization which is responsible for the manufacture of the Ferrari cars of today.

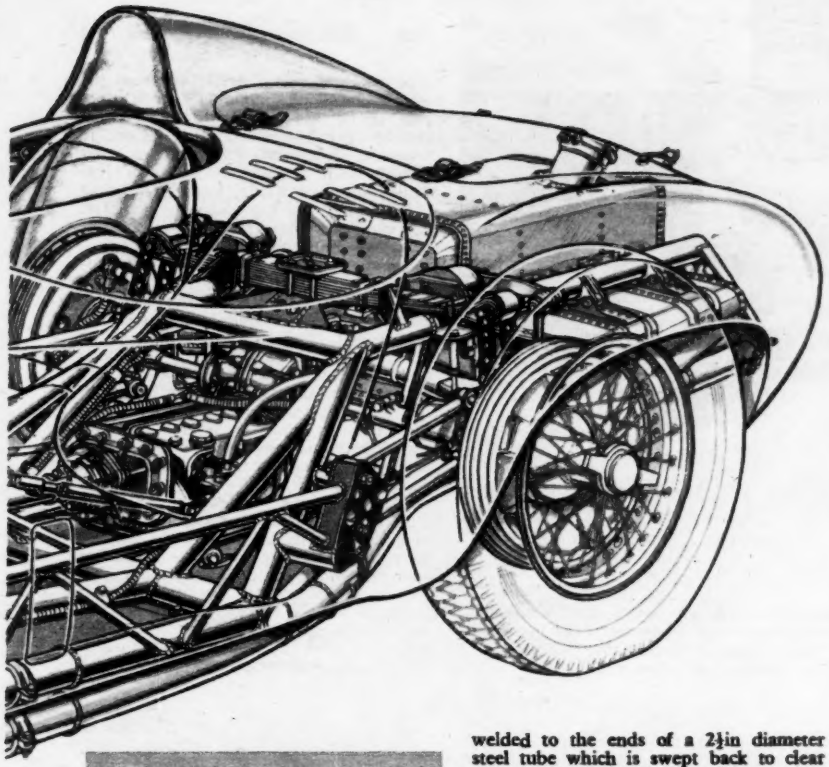
In the last eight years a considerable variety of Ferrari models, both sports and racing, has made its appearance. There have been V-twelve-cylinder engines of many different capacities (2 litres, 1½ litres with supercharger, 2.3 litres, 2.56 litres, 2.76 litres, 3 litres, 4.1 litres, 4.5 litres and 4.9 litres), and more recently four-cylinder engines of 2 litres, 2.5 litres and 3 litres; experimentally there are also reputed to be units with two cylinders and six cylinders! All the cars have had a tubular chassis in one form or another, and double wishbone i.f.s.; the earlier models had a live rear axle mounted on half-elliptic springs, a de Dion layout being more recently employed.

One of the latest sports cars to make its appearance from the Ferrari factory at Maranello (near Modena, in Italy) is the 2-litre designated the Type 500 Mondial; as with all Ferraris, the type number represents the capacity of one cylinder in c.c. A limited number of these cars has been produced, and its production form now finalized; one of its most impressive competition successes was the capture of second place in general classification, and first place in the 2-litre class, in the 1954 Mille Miglia race, in the hands of Vittorio Marzotto—although only by the narrow margin of nine seconds from Musso's 2-litre sports Maserati.

The basis of this car is a solidly constructed tubular chassis frame; the main tubes are of 2¼in diameter and 16 s.w.g. steel, and are welded in sections. The width of the frame is at its maximum at the cockpit sides, the frame tapering inwards at the front, and both inwards and upwards over the rear "axle" position. Behind the latter the tubes extend rearward horizontally and parallel, forming the fuel tank and rear body mountings. A box-section front cross-member is used, the remainder being tubular. Vertical tubes at the front of the widest section are joined by a lateral tube at the top to form a footboard and bulkhead basis; these are braced forward by further tubes to points just behind the front cross-member anchorages, and rearward by tubes which run horizontally to fabricated boxes which form the rear suspension radius rod mountings. These tubes are lattice braced to the main frame side tubes, adding considerably to the beam strength of the complete structure.

The front suspension consists on each side of two wishbones, the upper being shorter than the lower. Each wishbone is made up from two forged arms, each lower pair being bolted together midway to form an A in plan, and also carrying a sheet steel pan. Each top wishbone has a single inner bronze bush, the forged arms being split and clamped on to the pivot pin. The inner end of each lower wishbone arm is separately bushed; naturally, all these pivot points form part of the front cross-member structure. The long king pins carry forged knuckles at top and bottom (again bronze bushed, to carry the outer wishbone pivot pins), and the lower knuckles are swept down and forked to carry the rubber-bushed pivots at each end of the underslung transverse leaf spring which forms the front suspension medium. A large, soft rubber buffer is used on each side to give a rising suspension rate, and is compressed by the lower wishbone pan.

The conventional stub axle forgings carry lugs into which are bolted the tapered forward-facing steering arms. A



The layout of the main components of the Ferrari Mondial can be seen in this sectioned drawing. The separate oil tank is mounted to the right of the twin-o.h.c. four-cylinder engine; the five-speed gear box forms one unit with the final drive, a de Dion rear suspension layout being employed. The spare wheel and its mounting inside the tail have been omitted from this view in the interests of clarity.

TEMPORARY CLASSIC

THE LATEST 2-LITRE SPORTS CAR FROM A FAMOUS ITALIAN STABLE

worm and wheel steering box is used, with a forward drag link; a corresponding slave arm is pivoted on the left side of the chassis, and a three-piece ball-jointed track rod completes the steering layout. Little or no Ackermann effect results from this arrangement. The steering column carries three universal joints (a direct run from wheel to box is interrupted by the carburettors).

The leaf spring is centrally clamped, its movement being additionally restricted by its passage between spaced stops midway along its operative length. The main leaf is rolled round to form the spring eyes, and the next leaf is rolled even further, and trapped by the first spring clip from each end.

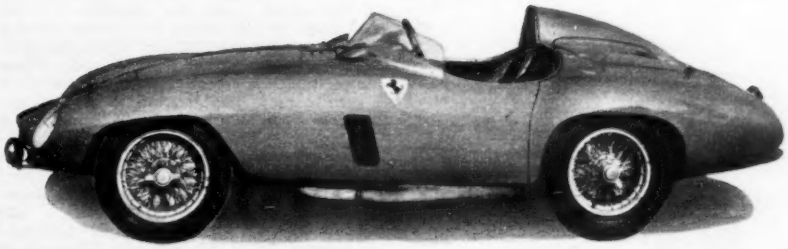
The rear suspension employs a de Dion layout, the fabricated hub carriers being welded to the ends of a 2½in diameter steel tube which is swept back to clear the chassis-mounted final drive casing. The tube is laterally located by a ball pivoting within a square bronze block, which is free to slide vertically within a steel-faced channel in the back of the final drive casing. Fore and aft location, and brake torque reaction, are catered for by two parallel radius rods on each side, mounted on rubber bushes at their forward ends in the fabricated boxes on the chassis and on ball joints to the hub carriers at the rear; the use of two rods on each side (which form a parallelogram) ensures that the hub carriers remain vertical in the longitudinal plane, and obviates the need for a joint to permit a relative twist between the ends of the de Dion tube.

Suspension movement at the rear is limited by rubber buffers (for bump conditions) and steel U-bolts, rubber padded (for rebound), both acting on the tube itself. Houdaille hydraulic dampers are fitted to both front and rear suspensions. A transverse leaf spring is fitted at the rear also, and mounted in a similar fashion to that at the front, but in this case it is above the hub centre line and linked to the hub carriers by drilled shackle plates.

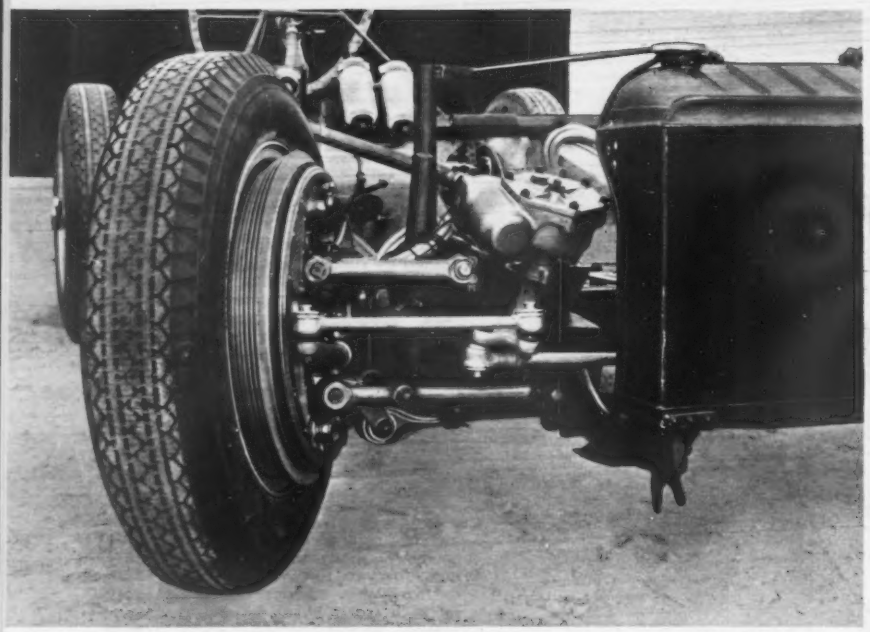
The Power Unit

In this most workmanlike and interesting chassis, any engine would have to be good. Certainly, the four-cylinder 2-litre unit fitted to the Mondial would seem to merit that adjective; it bears many points of resemblance to the almost invincible Ferrari formula 2 racing engine of 1953, and, indeed, many of its component parts have appeared in one version of the 2½-litre unit used for formula 1 racing this year.

The crankcase is cast in light alloy, and is amply ribbed internally to brace the five main bearing housings; there is no separate sump, as such, the crankcase walls extending downward and being closed by a light alloy plate. The forged steel crankshaft is almost fully machined, the balance weights being integral with the webs; Vandervell thin wall bearings of aluminium-bronze composition are used throughout, the centre main bearing being 2.48in diameter and 1¼in wide and the other four the same diameter but 1.1in wide. The large journal sizes and short stroke combine to provide a considerable overlap area between main and big-end



These two photographs show the sleek lines of the Mondial sports two-seater; this particular car, it will be noticed, is fitted with a full-width windscreen and two low-slung driving lamps.



This view of the front suspension emphasizes the wishbone layout, the transverse leaf spring, the large rubber buffer and the steering box mounting. The massive taper-finned brake drums and the tubular radiator support (terminating in a bracket to allow for the use of a racing-type jack) are also clearly shown.

type pressure pump draws oil from the external oil tank (mounted on the right side inside the bonnet) and forces it through a full-flow filter and thence to the main oil gallery. From there it flows to the main bearings (through internal drilled oilways) and through the drilled crankshaft to the big ends; the camshaft bearings are also pressure fed. The scavenge pump employs three pinions, forming, in effect, two pumps and providing the usual excess of capacity over the pressure pump to ensure complete scavenging. These pumps are each gear driven from the front gear train.

A separate magnesium-alloy box bolts on to the front of the timing case, carrying a short extension shaft dog-driven from the timing gear train. This gives a lateral shaft through a pair of bevel gears (both these shafts running in ball races), and this in turn employs more bevel gears to drive the vertical 12-volt dynamo and its flanking pair of Marelli magnetos. Dual ignition is thus provided for the two plugs per cylinder, which are slightly offset to left and right of the longitudinal centreline of the engine. Actually, although the car described had these magnetos, it is probable that production models will employ coil ignition, with a pair of similarly mounted distributors. This complete auxiliary drive box can be removed

FERRARI 500 MONDIAL . . . . . continued

journals, which makes for a very rigid shaft.

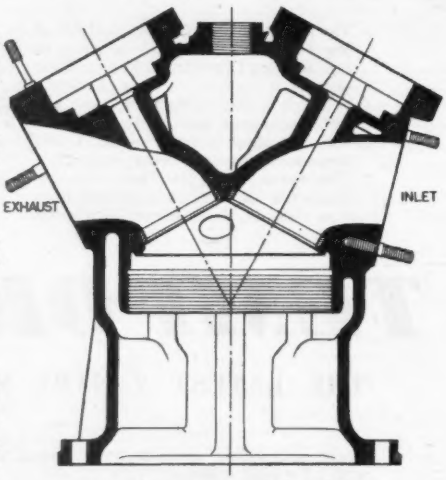
There is no detachable cylinder head—a reversion to a once common practice with high performance engines—the cylinder block and head forming a single light alloy casting. In fact, the crankcase could be said to include part of the cylinder block, for the joint face is almost up to the midway point of the cylinder bores. Wet cast-iron liners are threaded at their upper ends and screwed up into the head and block casting; rubber sealing rings form a watertight joint between them and the crankcase interior wall. Two valves per cylinder are used, equally inclined at an included angle of 60 degrees; separate ports are provided for each cylinder, the diameters at the valve throat being 1⅞in for the inlet ports and 1 3/16in for the exhaust. Shrunk-in valve seat inserts are used. The pistons are almost flat-topped, of aluminium alloy, with solid skirts relieved by flats fore and aft; they each carry two compression and one oil control rings. Large-diameter tubular gudgeon pins float both in the pistons and in the small ends of the short, stubby, H-section steel connecting rods, and are retained by circlips. The big ends of the connecting rods are conventionally split at right angles to their centre lines, and have two well-proportioned, correctly necked bolts per rod.

One of the cast-iron cylinder liners, externally ribbed for rigidity. The castellated flange enables a special spanner to be used for screwing the liner into the head; the two grooves below this flange accommodate the rubber water sealing rings at the lower end of the liner.

Ingenious Valve Gear

The valves are closed by springs of the hairpin type, the collars being retained by split collets. The valve gear is very interesting; two large-diameter tubular camshafts are driven by a train of spur gears at the front of the engine, the gear teeth being no more than ⅛in wide. These camshafts are each carried in five plain white-metal lined bearings in magnesium-alloy cam boxes, which also contain the tappets. These are of mushroom inverted-piston pattern (also of light alloy); the upper ends house hardened steel rollers, which, like the cams themselves, are narrow (7/16in wide). Into the lower ends are pushed hardened buttons on to the requisite thickness of shims to provide the necessary clearances between tappets and valves; to ensure that the rollers are constantly kept in contact with the cams, light dual-compression springs (like light valve springs) are incorporated in the cam box assembly. Each cam box can be removed complete without disturbing anything, to alter the shim thickness or to change one of the hairpin valve springs.

The camshaft gear train is contained within a separate light alloy housing bolted to the front of block and crankcase, and this also contains the oil pumps. As dry sump lubrication is used, two pumps are fitted; a conventional gear-



A section through one cylinder of the integral cylinder head and block. The liners are screwed up into this light-alloy casting; the valve seats and porting are visible, also one of the four water offtakes from the top of the head.

and replaced without disturbing any other components.

On the right, or inlet, side of the engine are bolted the two double-choke Weber horizontal carburettors, type 42DCOA3; these are really equivalent to four separate carburettors (one per cylinder) with common float chambers for the first and second pairs. Extended intake pipes, slightly bell mouthed, improve the induction characteristics at high revolutions. On the other side, the exhaust manifold is welded from steel tubes, the pipes from cylinders 1 and 4 joining on the down sweep, likewise those from cylinders 2 and 3. The two resulting pipes then run back, joining before the small expansion chamber, and afterwards parting again into

The Bentley Continental drophead coupe by Park Ward.

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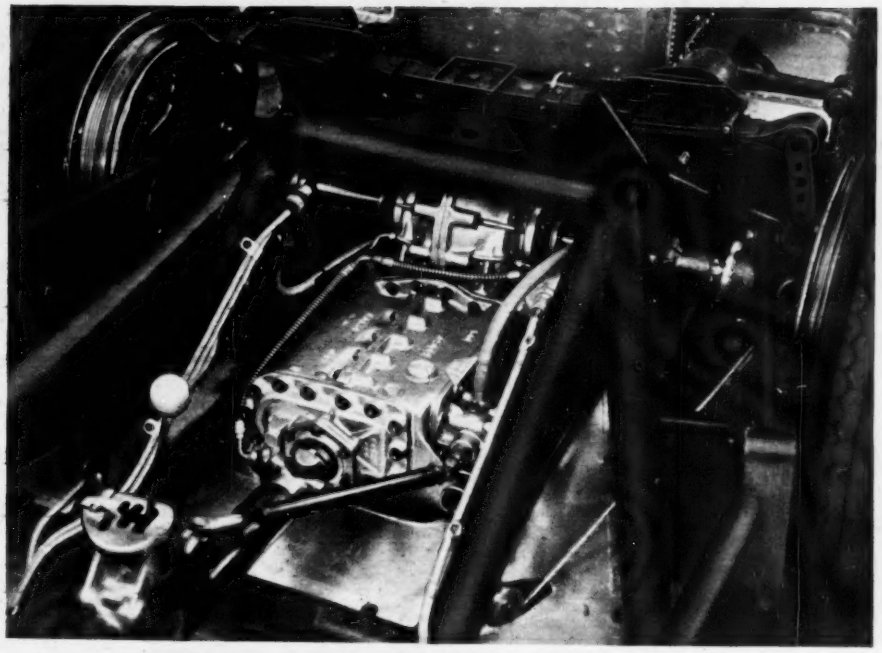
FERRARI 500 MONDIAL

continued



In this photograph of the rear part of the chassis, the gear box and final drive unit (and gear change mechanism) are prominent. The chassis tube layout and rear suspension details are also visible.

two tail pipes. The water pump is driven from a squared end on the scavenge oil pump drive shaft; water is pumped into the right side of the crankcase, a four-branch central offtake pipe rising from directly over each combustion chamber centre. The gilled tube radiator is slung low down on a tubular chassis extension; the top tank is well below the cylinder head level, the flexibly joined offtake pipe merely sweeping over and down to it; no trouble is apparently experienced with air locks or steam pockets, the pump successfully circulating the water in spite of its comparatively small size.

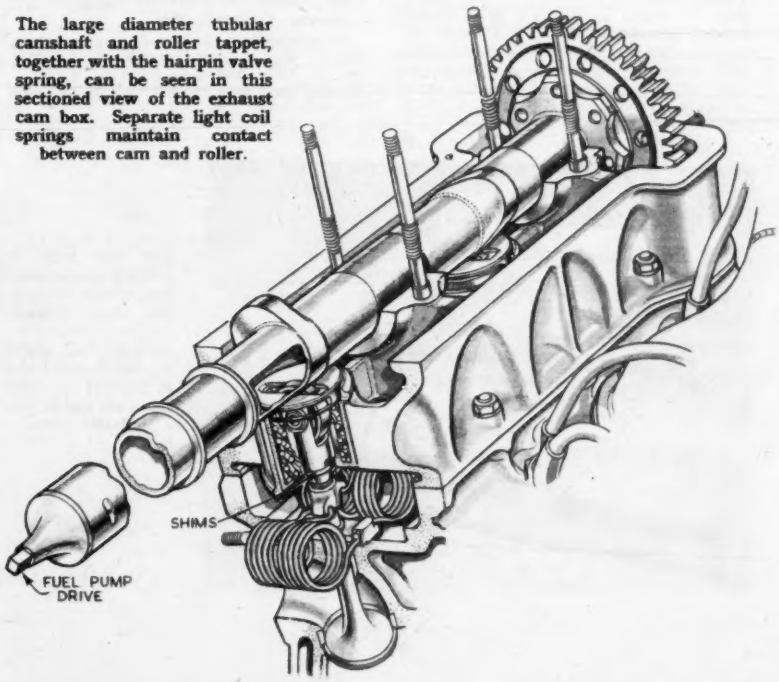
A light flywheel, carrying the starter ring, is bolted to the rear end of the crankshaft, and a dry twin-plate clutch fitted. This is contained in a small bell housing, cut away at top and bottom, the starter motor being mounted on its top. The engine is mounted on four rubber-bushed supports, and there is an additional rubber location above the clutch housing; the function of this is probably not so much to damp out rock at low r.p.m. as to absorb torque on take-off.

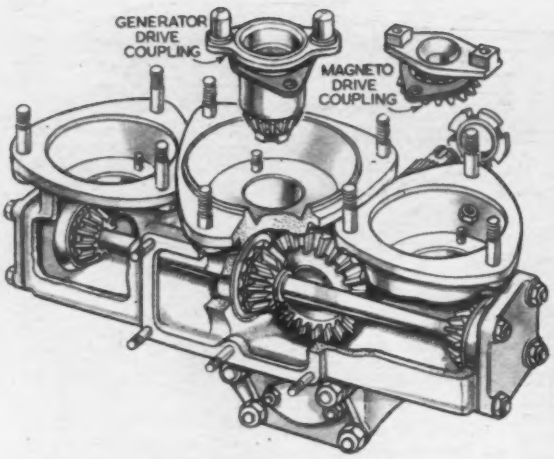
Transmission Details

From behind the clutch, the drive is taken through a conventional universally jointed tubular propeller-shaft (with a downward inclination of about five degrees) to the combined gear box and final drive unit. This is built up of light alloy castings; both the gear box and the crown wheel housing are split along the longitudinal centre line, this forming the mainshaft line in the former case. The layshaft lies alongside the mainshaft, and both are forward of and below the crown wheel centre, hypoid bevel final drive gears being used. A ZF limited-slip differential is fitted. The latest gear box has five forward speeds (constant mesh with dog engagement for all but first) and one reverse; control is by a short stubby gear lever centrally mounted on a pyramid of small tubes and working in a visible gate with a positive reverse stop. This lever is linked to the selector shaft by an intermediate rod and two universal joints; it functions at a surprisingly sharp angle, considering that both rotatory and push-pull movements are involved. A gear-type oil pump is incorporated in this complete unit, which is mounted on rubber bushes at the front and clamped solidly to cross tubes above and below the back, these being in turn rubber-bushed to their chassis anchorages.

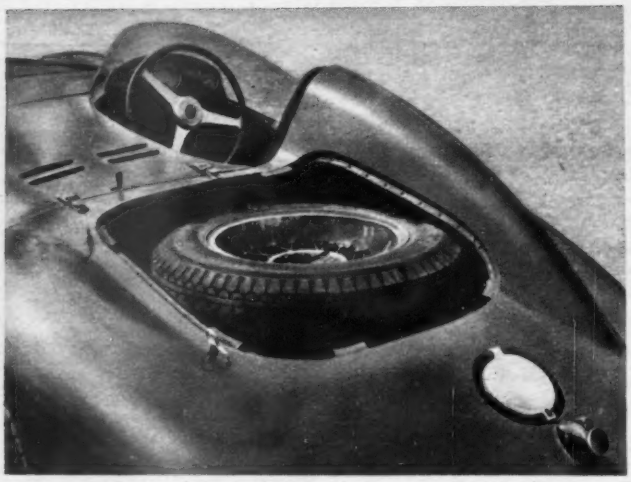
Short shafts transmit the drive to the rear hubs, with Hooke-type universal joints at their inner ends and pot-type joints inside the hub carriers. Rudge Whitworth splined hubs are fitted with Borrani wire wheels (incorporating light-alloy rims); the front wheels carry 5.25 by 16in tyres on 4½K rims, the rear 6.00 by 16 on 5K rims. The brake back plates are light alloy castings each with four air apertures, not scoops; these are gauze covered to minimize the ingress of dirt. The drums, also light alloy, have tapered finning on their periphery, and steel liners; their outer faces incorporate radial cast air slots, to impart a centrifugal extractor effect and maintain a current of air. The brakes are hydraulically operated and are two-leading-shoe all round; separate circuits are used for front and rear, with twin master cylinders in tandem. A single cable is used for the mechanical hand operation of the rear brakes, running forward from one brake round a pulley on a pendant central lever and thence back to the other brake. A separate cable runs from this lever, partly conduited, up to a pendant handbrake lever on the right of the cockpit.

The large diameter tubular camshaft and roller tappet, together with the hairpin valve spring, can be seen in this sectioned view of the exhaust cam box. Separate light coil springs maintain contact between cam and roller.





This is the cast magnesium-alloy box which houses the drives for the vertically mounted dynamo and magnetos (or distributors, for coil ignition); the independent bevel drive gears are straight-toothed.



The spare wheel is mounted inside the tail beneath a detachable panel, and the passenger's seat covered by a metal tonneau. The grouping of the instruments immediately in front of the driver can well be seen in this view.

FERRARI 500 MONDIAL . . . . . continued

Fuel is contained in a 32-gallon light-alloy tank, humped in the centre, which is slung on four rubber-bushed mountings from the rear extensions of the main chassis tubes. Dual fuel feeds are provided, an Autolux electric pump being mounted at the rear of the chassis and a Fimac mechanical pump driven from the rear of the exhaust camshaft; these two separate feeds terminate one at each end of the float chamber supply pipe.

A distinctive and functional two-seater body is mounted on this chassis, and is aluminium-panelled on a tubular framework. Several details are left to the discretion of the customer; for instance, the head fairing behind the driver can be omitted if desired, and the plastic windscreen can be either full width or restricted to the driver's side. The passenger seat is normally hidden beneath a louvred metal tonneau cover. The steering wheel is in itself a thing of beauty, with its wooden rim (the underside of which is studded with round-headed wooden dowels) and three unequally spaced polished aluminium spokes; this spacing provides an uninterrupted view of the instruments when the wheel is in the straight-ahead position. The instruments, grouped in front of the driver, comprise a centrally placed rev counter, flanked by the oil pressure gauge, ammeter and oil and water thermometers.

Some idea of the potency of the Ferrari 500 Mondial can be gauged from the fact that the output of the 2-litre engine (on its compression ratio of 9.2 to 1) is quoted as 170 b.h.p. at its maximum of 7,000 r.p.m., while the dry weight is just over 15¼ cwt; 15 different axle ratios are available, ranging from 3 to 6.06 to 1; taking one of 4.57 to 1 as a reasonable mean, the maximum possible speeds on the gears are 48, 65, 86, 114 and 126 m.p.h. Unquestionably, a machine to make any enthusiast's mouth water.

SPECIFICATION

Engine.—4 cyl, 90 × 78mm (1,985 c.c.). Compression ratio 9.2 to 1. Five-bearing crankshaft. Maximum b.h.p. 170 at 7,000 r.p.m. Twin o.h. camshafts, gear driven. Dual ignition (two plugs per cylinder).

Clutch.—Dry twin-plate.

Transmission.—Five-speed gear box, ratios: Top 1; fourth 1.098; third 1.455; second 1.93; first 2.6; reverse 2.6 to 1. Hypoid bevel final drive, choice of 15 ratios between 3 and 6.06 to 1.

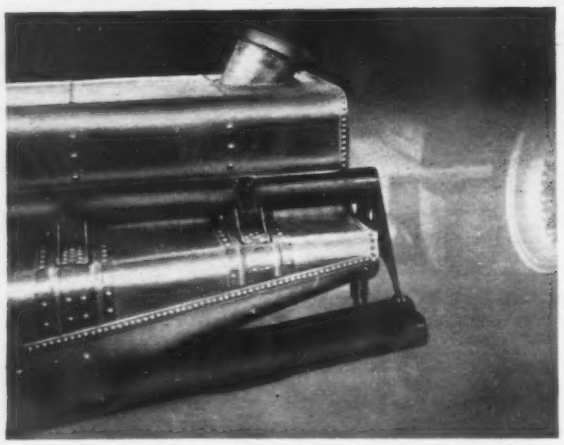
Suspension.—Front: Independent by transverse leaf spring and double wishbones. Rear: De Dion layout, with transverse leaf spring. Houdaille hydraulic dampers front and rear.

Brakes.—Hydraulic. Front and rear, two leading shoe. Mechanically operated hand-brake, rear only. Drums: 13¾in diameter, 1¾in wide, front and rear.

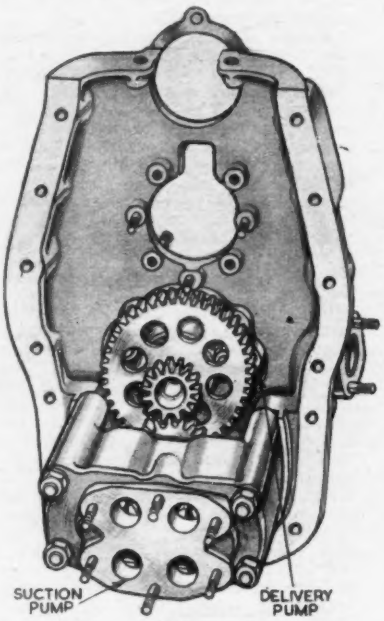
Tyres.—5.25 × 16in front, 6.00 × 16in rear, on centre lock wire wheels.

Fuel System.—Dual feeds by mechanical and electric pumps from 32-gallon tank. Oil capacity (dry sump, separate tank) 2¼ gallons.

Main Dimensions.—Wheelbase 7ft 4½in. Track (front) 4ft 2½in; (rear) 4ft 2½in. Ground clearance 5½in. Turning circle 32ft 9in. Weight 15.3 cwt (1,715 lb).



The fuel tank is slung on four mountings beneath the rear chassis tubes, and the exhaust tail pipes flexibly hung from a bracket at the rearmost end of the left-side tube.



The pressure and scavenge oil pumps are housed in the lower half of the timing gear case.

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TRIPLE TRIUMPH AT AINTREE—BUT SPORTS CAR TROPHY GOES TO U.S.A.

Stirling Moss, all smiles after winning the major event at Aintree. He is holding the *Daily Telegraph* trophy. On the left is Mrs. Alfred Moss, his mother.

Moss Wins GRAND INTERNATIONAL

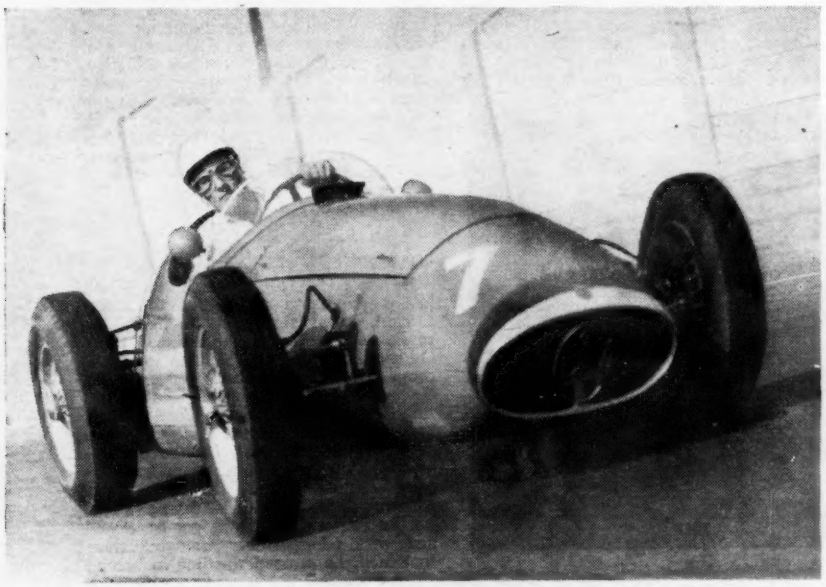
THIS season it has been unusual for Stirling Moss to shake free of his run of bad luck, but at the international meeting at Aintree last Saturday, sponsored by the *Daily Telegraph* and organized by the B.A.R.C., he won the main event (for formula 1 cars) and the *formule libre* race, in a works Maserati, and the formula 3 race in F. Beart's Cooper-Norton—all comfortably. The principal sports car award went to Masten Gregory, the American from Kansas, who managed, in his 4½-litre Ferrari, to hold off the challenge of the 3-litre Aston Martin driven by Peter Collins. R. G. Shattock went well in the Jaguar-engined R.G.S.-Atalanta to win the first sports car race, and other good performances were those of C. A. S. Brooks, whose Porsche was the fastest saloon car, and K. McAlpine's Connaught, in the 1½-litre sports car class.

The size of the crowds was a little disappointing, but the weather was ideal and the racing was close and exciting.

DESPITE a rather gloomy weather forecast, Saturday dawned bright in the Liverpool area and the sun shone almost continuously. There was promise of exciting racing for the entry was excellent and some very fast times had been achieved in practice. This time the circuit was used in a clockwise direction and this in itself tended to put speeds up. Also, of course, speeds at the previous meeting had been affected by bad weather.

Moss had clipped seconds off the previous formula 3 record (unofficially) and Bueb, Parker and Bicknell were all very fast. In the works formula 1 Maserati Moss was again the fastest among the over-500 c.c. racing cars, but Wharton's B.R.M. and the Thinwall Special 4½-litre Ferrari were not much slower. Peter Walker was just 0.2s faster in his Type C Jaguar than Marten Gregory in the 4½-litre Ferrari. The latter car was painted in the white and blue of America, and was conspicuous among the more prevalent greens, blues and reds of the other cars. Peter Whitehead (Cooper-Jaguar) and Peter Collins (Aston) were also well up in their lap speeds.

The first event was for saloon cars up to and over 1,600 c.c. and for sports cars, the three races running concurrently. From the start Shattock was quickly in the lead in the R.G.S.-Atalanta. Although well behind on the first couple of laps R. A. Page speeded up in his H.W.M.-Cadillac and he slipped into the lead on the fourth lap.



The Aintree master in action in the 2½-litre G.P. works Maserati. Moss won two races in this car and another in F. Beart's 500 c.c. Cooper-Norton.

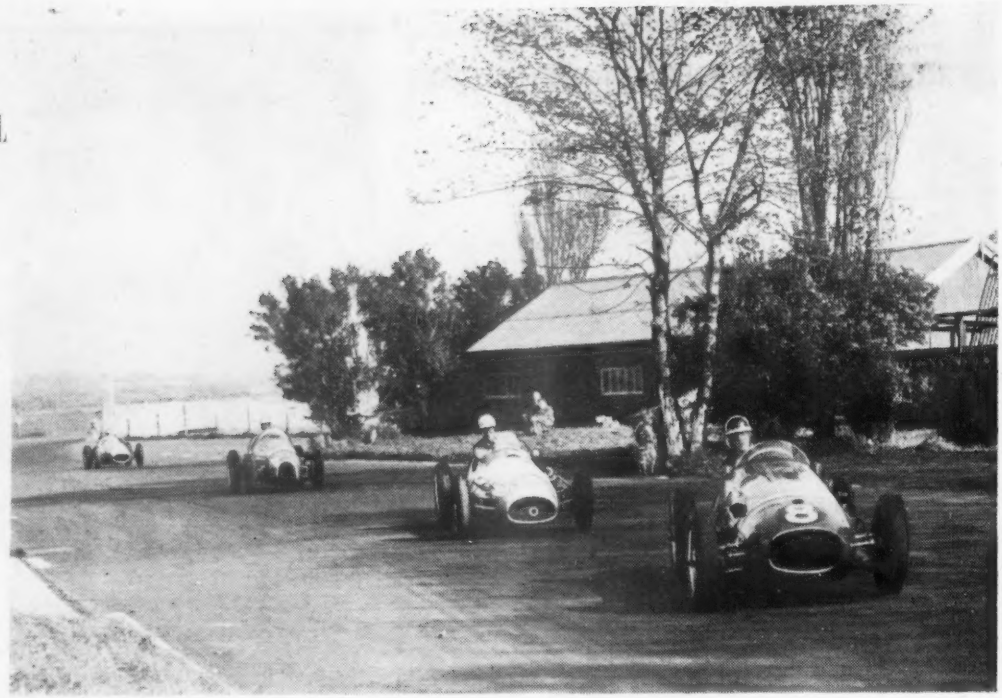
Fastest Saloon

Then the sports car order seemed clear, for J. Goodhew was a comfortable third in his well-known old Darracq. But on the last lap Page went off the road and retired. One of the best performances in this race was that of the Porsche saloon driven by C. A. S. Brooks, which not only won its 1½-litre class from the similar car of E. B. Wadsworth, but was faster than any car in the over 1,600 c.c. saloon class.

After the race at Goodwood the previous weekend, which was so close even for 500 c.c. formula 3 cars as almost to constitute a record, the half-litre race at Aintree was awaited with interest. Also, there was a private scrap going on for points in the formula 3 drivers' championship, with Leston and Parker high on the list. Further interest was added because J. Russell had had trouble with his Cooper in the early stages of practice and was in the back row of the grid. What *might* he achieve even from there?

At the start Moss was quickly in the lead in Francis Beart's Cooper-Norton, and the combination of driver and machine was such that he had a lead of nearly 10s after only three laps. His lead simply continued to pile up, even though it was clear after five laps that he was "slowing down." Behind Moss, a very fine race

MOSS WINS GRAND INTERNATIONAL continued



One of the most exciting races of the day was that for formula 1 cars. Moss led easily throughout, but behind him there was a struggle. Here are Hawthorn (Vanwall), Schell (Maserati), Behra (Gordini) and Mantovani (Maserati).

developed for second place. At first Leston just led Parker, with Bicknell's Revis and Bueb's Cooper very close behind, but at the end of the second lap Parker headed the quartet. After four laps Leston was back in second place—but then Bicknell whipped past the two of them, settling down in second place in front of Leston, Parker and Bueb. A lap later Bueb passed Parker, and it seemed that Parker's hopes were doomed to disappointment.

Interchange

But the race was still young and in formula 3 racing above all there is no telling. . . . After ten laps Bueb passed Leston into third place, and just as he started to pass Bicknell the Revis left the road and lost valuable time while Bicknell pulled a wing clear of a wheel. Just two laps before the end Parker got through into second place, nearly 25s behind Moss, but then, in a great struggle round Tatts Corner, Bueb passed Leston and Parker and at the same time Leston passed Parker; and in that order they finished—Moss, Bueb, Leston and Parker, with Russell having passed the rest of the field to take fifth place.

After the lunch interval came the main event, for formula 1 cars, and there was every reason for the quickening in the atmosphere, for here was a splendid entry. Two works Maseratis (Moss and Mantovani), the Vanwall (Hawthorn) which went so well on the previous Saturday at Goodwood, Gordinis (Behra and Pilette), privately entered Maseratis (Rosier, Salvadori and Schell), Connaughts, Cooper-Bristols, and more besides. Once more at the fall of the flag Moss was in the lead, never seriously to be challenged. He was nearly *four seconds* ahead at the end of the first lap, and although he "slowed" once his lead was sufficiently commanding, he was still a quarter of a minute or so ahead at the end. But once again the battles that raged behind him were intense.

Mike Hawthorn in the Vanwall was in second place at the end of the first lap, with Behra (Gordini) next, then Mantovani (Maserati), Schell (older-type Maserati), Pilette (Gordini) and Parnell (Ferrari). This order remained unchanged for ten of the 17 laps, but the pressure placed by one car upon another made really exciting racing. As Moss pulled away so Pilette and Parnell dropped back, but Hawthorn, Behra, Mantovani and Schell became more and more bunched, passing each cluster of stands or enclosures in what seemed an almost solid wave of sound. Behind Parnell's Ferrari D. Beauman steadily held a very creditable eighth place in his Connaught, comfortably leading Rosier (Maserati), Salvadori (Maserati) and Bob Gerard (Cooper-Bristol).

Close all the Way

By the end of the eleventh lap, Schell had passed Behra, and he steadily began to close up on Hawthorn. As he did so, so Behra and Mantovani dropped back. On the thirteenth lap Beauman spun and dropped back, and a couple of laps later Behra went out with clutch trouble, letting Mantovani into fourth place. At the same time Schell passed Hawthorn, who seemed to be slowing. On the penultimate lap it seemed that it would be Moss (way ahead), Schell, Hawthorn and Mantovani, but on the last corner (Tatts) on the last lap Hawthorn got by Schell and, with a humorously apologetic wave to Schell, he crossed the line in second place.

Next came the race for sports cars of up to 1,500 c.c., 2,500 c.c. and unlimited.

E. B. Wadsworth (Porsche) has a spirited duel with the Riley of A. P. O. Rogers in the saloon car race. The fastest car was the Porsche of C. A. S. Brooks.

This, again, was over 17 laps, making a distance of 51 miles. In the unlimited class the Aston Martins were the favourites, but popular opinion reckoned without the beautifully judged race of the American Masten Gregory in his 4½-litre, 12-cylinder Ferrari. At the start Peter Collins led in one of the works Astons, with Peter Walker second in an *Ecurie Ecosse* Type C Jaguar, but by the end of the second lap Gregory had passed them both to take the lead. On the same lap Parnell (Aston) passed Walker, and from that time onwards the order remained unchanged, but the efforts made by Collins to catch Masten Gregory were wonderful to watch. He left his braking points considerably later and was faster round the corners, but on the straights Gregory would pull away again in the big Ferrari. Towards the end Collins pressed hard, but Gregory was unruffled, and when Collins was inadvertently "baulked" by slower cars on the last lap but one, the race was decided.

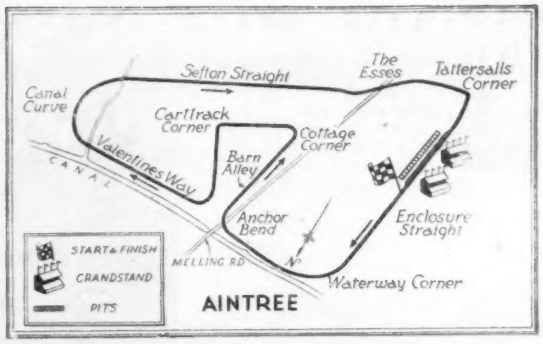
In the class for cars of up to 2,500 c.c. T. A. D. Crook's red Cooper-Bristol was pressed hard and consistently by the Lister-Bristol of W. A. Scott-Brown, but without success, and in the 1,500 c.c. class the very close struggle between K. McAlpine's Connaught and a Lotus driven by Colin Chapman was won by the former car, with A. E. Marsh's Connaught third.

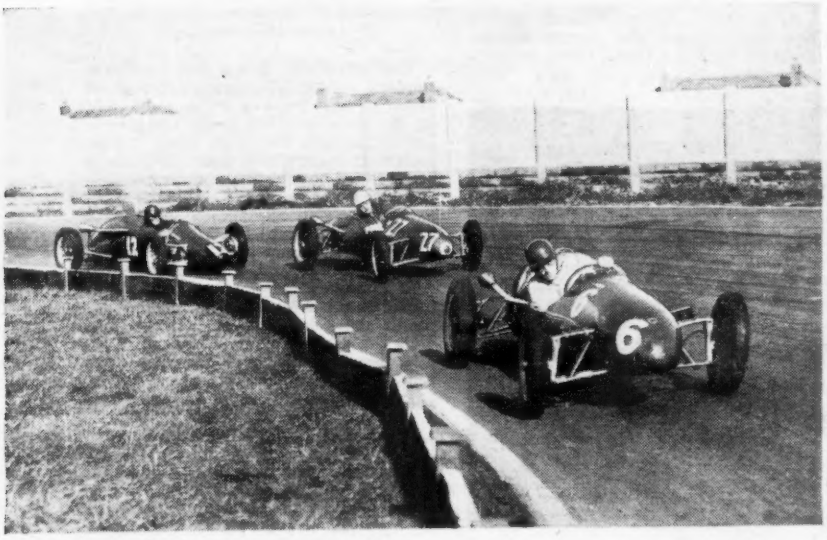
Finale

The day was rounded off by what was expected to be one of the most interesting races of all, B.R.M.s and the rest offering battle to the current formula 1 machinery in a 17-lap, 51 miles race. The grid was indeed formidable, with the Maseratis seen earlier, two B.R.M.s, the Vanwall and Thinwall (2½-litre and 4½-litre respectively), the Gordinis, and so on. Hot favourite was the Ferrari-engined Thin Wall special, driven by Peter Collins, and it was in the lead almost as soon as the starting flag fell. Moss got away into second place with the Maserati, followed by Harry Schell (Maserati), Flockhart and Wharton (B.R.M.s). At the end of the second lap Wharton had passed Flockhart, but a lap later Collins' Thin Wall began to sound rough and his lead over Moss of about two seconds began to be reduced.

Moss drew closer and closer; the Ferrari sounded worse and worse; and at the end of the sixth lap Moss led. The Vandervell stable had suffered another undeserved setback a little earlier when Hawthorn had had to retire in the Vanwall, with engine trouble. Collins pushed on gamely, but soon he, too, had to retire, and meanwhile Schell and Wharton were put out in a little *contre-temps* on the back of the course. Thus, once more, Moss saw the chequered flag first, with stablemate Mantovani second, Flockhart third—and the rest of the field a very long way behind.

Masten Gregory refused to be ruffled and won the main sports car race despite pressure from the Aston Martin of Peter Collins. Here, he has just overtaken the Lotus of Chapman while Collins waits his chance to pass also. Behind the trio is the Connaught of McAlpine which was having its own struggle — which proved victorious—with Chapman.





As in the main event, the formula 3 race turned out to be exciting for the struggle for second place behind Moss. In this picture Leston (Cooper) leads from Bueb (Cooper) and Parker (Kieft).

PROVISIONAL RESULTS

Lap distance, 3 miles.

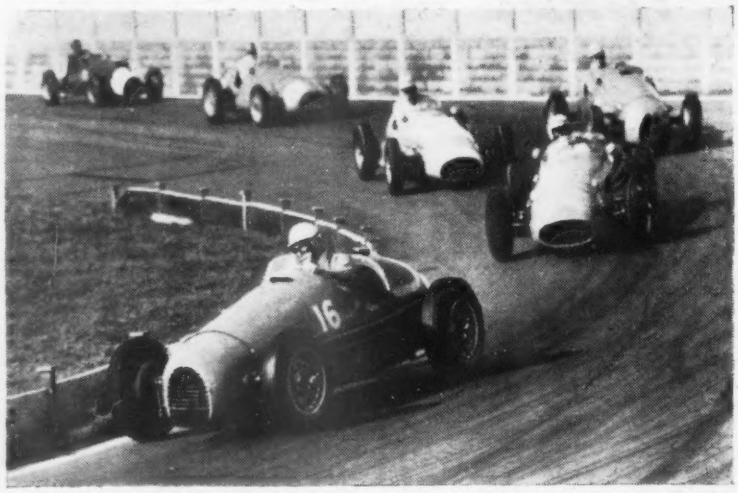
Saloon and sports cars: five laps: Saloon cars up to 1,600 c.c.: 1, Porsche 1,488 (C. A. S. Brooks), 14m 7.2s, 65.73 m.p.h.; 2, Porsche 1,488 (E. B. Wadsworth); 3, Jowett 1,486 (A. Wake). **Over 1,600 c.c.:** 1, Riley 2,512 (A. P. O. Rogers), 14m 54s; 2, Riley 2,442 (G. Gelberg). **Sports cars:** 1, R.G.S.-Atalanta 3,442 (R. G. Shattock), 12m 28.8s, 72.14 m.p.h.; 2, Darracq 3,992 (J. Goodhew); 3, Austin-Healey 2,660 (J. Deeley).

Formula 3: 17 laps: 1, Cooper-Norton (S. Moss), 39m 28s, 77.53 m.p.h.; 2, Cooper-Norton (I. Bueb); 3, Cooper-Norton (L. Leston). **Fastest lap (class record):** S. Moss and Cooper-Norton (J. Russell), 2m 17.2s, 78.72 m.p.h.

Daily Telegraph **Trophy: Formula 1: 17 laps:** 1, Maserati 2,493 (S. Moss), 35m 49s, 85.43 m.p.h.; 2, Vanwall Spl, 2,490 (J. M. Hawthorn); 3, Maserati 2,493 (H Schell); 4, Maserati 2,493 (S. Mantovani);

MOSS WINS GRAND INTERNATIONAL . . . . . continued

In a hurry after Moss: here, in the main event, are Behra (Gordini), Mantovani (Maserati), Schell and Pilette (Maserati and Gordini respectively), Parnell (Ferrari), and a Cooper-Bristol.



5, Gordini 2,473 (A. Pilette); 6, Maserati 2,493 (L. Rosier); 7, Maserati 2,493 (R. Salvadori); 8, Cooper-Bristol 1,971 (F. R. Gerard) 1 lap behind; 9, Connaught 1,960 (J. Riseley-Prichard), 1; 10, Connaught 1,960 (D. Beauman), 1. **Fastest lap:** S. Moss and J. M. Hawthorn, 2m 4.8s, 86.54 m.p.h.

Sports cars: 17 laps: Up to 1,500 c.c.: 1, Connaught 1,484 (R. McAlpine), 38m 23.4s, 75.0 m.p.h.; 2, Lotus 1,467 (C. Chapman); 3, Connaught 1,484 (A. E. Marsh). **Up to 2,500 c.c.:** 1, Cooper-Bristol 1,971 (T. A. D. Crook), 39m 31s, 77.44 m.p.h.; 2, Lister-Bristol 1,971 (W. A. Scott-Brown); 3, Frazer-Nash 1,971 (K. Wharton). **Over 2,500 c.c.:** 1, Ferrari 4,500 (M. Gregory), 36m 12.4s, 80.09 m.p.h.; 2, Aston Martin 2,922 (P. J. Collins); 3, Aston Martin 2,922 (R. Parnell). **Fastest lap (class record):** M. Gregory, 2m 12.4s, 81.57 m.p.h.

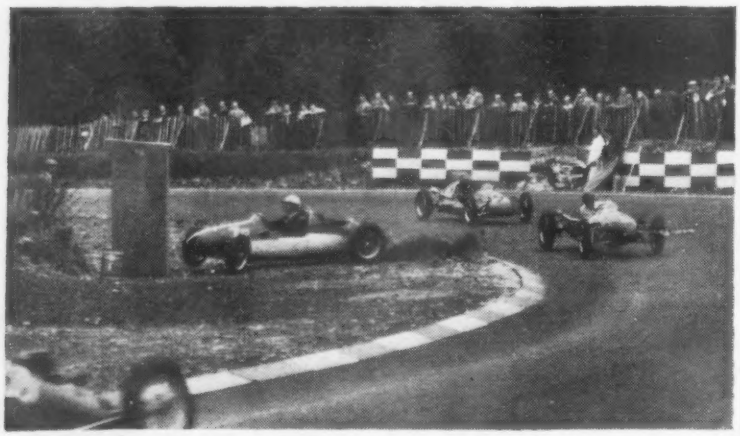
Formule libre: 17 laps: 1, Maserati 2,493 (S. Moss), 35m 53.4s, 85.26 m.p.h.; 2, Maserati 2,493 (S. Mantovani); 3, B.R.M. 1,488 s (R. Flockhart). **Fastest lap (circuit record):** S. Moss, 2m 0.6s, 89.55 m.p.h.

BRANDS FINALE

CLOSE FINISHES AND CHANGES OF FORTUNE AT BRITISH RACING AND SPORTS CAR CLUB'S FINAL MEETING

GRUMBLE, if you like, at formula 3 racing and complain of the noise and the similarity between cars, but if last Sunday's Brands Hatch meeting did not keep you on your toes you must be very hard to please. There was close and exciting racing, fortunes that changed hands and went on changing right up to the final lap, and there was a disqualification for dangerous driving. Eleven races made up the programme which started at 1.30 and finished at 5.15 p.m.—three heats and a final for the open challenge race, two heats and a final for the junior race, two sports car races (up to 1,200 c.c. and up to 1,500 c.c.), a race for J.A.P.-engined cars and a senior race. It was a splendid finale to the seven-meeting season of the British Racing and Sports Car Club, formerly the Half-Litre C.C.

The ten-lap final of the open challenge race was an example of formula 3 at its best. Cowley's Cooper led off with Bueb (Cooper) hard on his heels. By the sixth lap Bueb was taking every opportunity to try to pass, pushing the front of his car alongside first on one side and then on the other. In the eighth lap he managed it and held his lead, though by no means unchallenged. In third place, Berrow-Johnson's Martin was being harassed by Loens' Martin, with Leston's Cooper fourth. In the eighth lap both Loens and Leston passed Berrow-Johnson, and, a lap later, Leston and Berrow-Johnson repassed Loens. These three, together with Brandon (Cooper) lying sixth, crossed the line within a space of some three seconds.



While lying fourth in the final of the open challenge race, L. Lewis-Evans' Cooper left the track at Druids Hill Bend. A. Loens' Martin-Norton is just visible to the left and Leston's Cooper, chased by Brandon's Cooper, to the right.

The ten-lap race for the slightly slower J.A.P.-engined cars showed how readily the fortunes of motor racing can change—right up to the finish. Lund's Cooper held off G. M. Jones' Kieft until the third lap when the latter scraped by and slowly built up a lead. By the eighth lap, Lund was closing the gap and doing all he knew to get back his lead. A space separated these two from Bennett's Arnott and E. Hall's Kieft, which were similarly doing battle, Hall moving up into third place during the eighth lap. Meharey's and Mayne's Coopers were lying fifth and sixth. As the leaders disappeared behind the trees at Druids Hill Bend on the last lap it was Jones, Lund, Hall and Bennett. As they reappeared on the downhill stretch it was Jones, Hall, Meharey and Mayne, Lund and Bennett having left the course on the corner.

Lotus Misfortunes

The 1,500 c.c. sports car race was similar. Coombs' Connaught-engined Lotus weaved its way through the field at the start and led Colin Chapman's Lotus towards the first bend. This promising contest was short lived, as a battery lead on Coombs' car became disconnected and he pulled on to the grass to reconnect it. Chapman built up a handsome lead until the fifth lap, when he passed the start area signalling that all was not well and, a lap later, retired with a broken half-shaft. Coombs returned to the fray over a lap behind and passed the field once, but finished last. The old Ulster Aston Martin of S. F. Pile, despite its 24 years of racing, came proudly home in third place.

In the final of the junior race, fate struck another blow. S. W. Creamer's Creamer and Taylor's Arnott were sorting it out for first place, with Zains' Cooper third close behind, and Harrison (Cooper) fourth. For six laps this continued, but in the seventh, a succession of incidents left the keener spectators wondering what had happened to their lap charts. Creamer and Zains took to the country at Druids Hill Bend and Taylor did the same at Clearways. Zains'

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VANDERVELL BEARINGS

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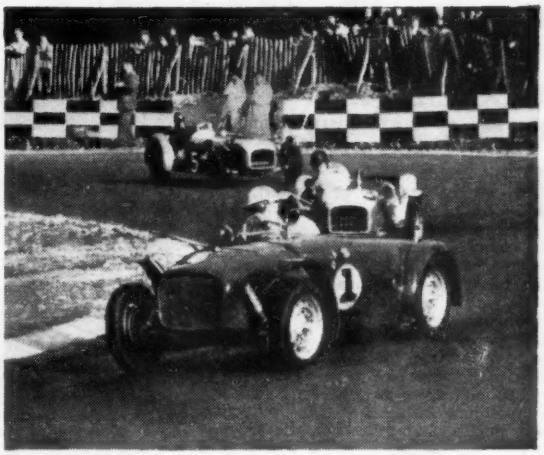
Smee's V 92

Cooper moved off again but now in fifth place, Creamer and Taylor decided to call it a day, and Harrison found himself in possession of a comfortable lead.

S. Lewis-Evans (Cooper) led the senior race from the third lap, holding off a stronge challenge from Cowley's and Leston's Coopers. Bicknell's Revis had retired from third position with gear box trouble in the third lap. During the last few laps the three leaders were close together and Lewis-Evans did well to hold his lead. It was a bitter blow when, after the finish, he was disqualified for not having an ignition switch—a fact that was known to the stewards before the start; by the time the decision had been made the race was half run.

Altogether an excellent meeting and one in which the 500s outshone the sports cars and held the crowd's attention from start to finish. Prizes were presented by Daphne Arnott. Also present was J. N. Cooper, who, while his cars were winning races, was sampling a Messerschmitt three-wheeler.

BRANDS FINALE continued



F. G. Nichols' C.S.M., with o.h. inlet valve conversion on its Ford engine, won the 1,200 c.c. sports car race unchallenged and was second in the subsequent 1,500 c.c. race.

RESULTS (lap distance 1.24 miles)

Open challenge race (7-lap heats, 10-lap final): Heat 1: 1, Cooper-Norton (I. L. Bueb), 7m 23.6s, 70.44 m.p.h.; 2, Cooper-Norton (A. V. Cowley); 3, Cooper-Norton (E. Brandon). **Heat 2:** 1, Cooper-Norton (S. Lewis-Evans), 7m 25s, 70.22 m.p.h.; 2, Cooper-Norton (L. Lewis-Evans); 3, Staride-Norton (D. Taylor). **Heat 3:** 1, Revis-Norton (R. G. Bicknell), 7m 32.2s, 69.10 m.p.h.; 2, Cooper-Norton (L. Leston); 3, Martin-Norton (N. Berrow-Johnson). **Final:** 1, Cooper-Norton (I. L. Beub), 10m 36.6s, 70.12 m.p.h.; 2, Cooper-Norton (A. V. Cowley), 10m 37.2s; 3, Cooper-Norton (L. Leston), 10m 49.8s.

Junior race (7-lap heats, 10-lap final): Heat 1: 1, Cooper-Norton (R. E. D. Harrison), 7m 41.8s, 67.67 m.p.h.; 2, Arnott-Norton (P. A. Taylor); 3, Cooper-Norton (A. E. Elliott). **Heat 2:** 1, Kieft-J.A.P. (G. M. Jones) 7m 41.2s, 67.75 m.p.h.; 2, Creamer-Norton (S. W. Creamer); 3, Cooper-Norton (A Zains). **Final:** 1, Cooper-Norton (R. E. D. Harrison), 11m 16s, 66.04 m.p.h.; 2, Kieft-J.A.P. (G. M. Jones), 11m 27.6s; 3, Cooper-Norton (A. E. Elliott), 11m 27.8s.

Senior race (10 laps): 1, Cooper-Norton (A. V. Cowley), 10m 47.6s, 68.93 m.p.h.; 2, Cooper-Norton (L. Leston), 10m 48.8s; 3, Cooper-Norton (I. L. Bueb), 10m 57.8s.

J.A.P. race (10 laps): 1, Kieft (G. M. Jones), 11m 0s, 67.64 m.p.h.; 2, Kieft (E. Hall), 11m 28.4s; 3, Cooper (G. F. Meharey), 11m 37s.

Sports cars up to 1,200 c.c. (10 laps): 1, C.S.M.-Ford (F. G. Nichols), 11m 59.2s, 62.07 m.p.h.; 2, Lotus-Ford (D. J. Hayles), 12m 5s; 3, Lotus-Ford (J. J. Richards), 12m 14s. **Up to 1,500 c.c. (10 laps):** 1, Lotus-Ford (J. D. Hayles), 11m 52.4s, 62.66 m.p.h.; 2, C.S.M.-Ford (F. G. Nichols), 11m 53.6s; 3, Aston Martin (S. F. Pile), 12m 14s.

FASTEST SPORTS CAR RACE

ONE of the world's fastest motor races, and the fastest sports car race in the whole world, was held recently in Argentina, on a 240.17-mile road circuit, triangular in layout, in the province of Buenos Aires. The roads which comprise this circuit are dead level and practically straight all the way so it is not surprising that speeds were remarkable. The lap had to be covered twice, to complete 480.34 miles, thus recalling the first motor races of all.

Two categories started, modified touring cars and sports cars, the former having such notable entries as Oscar and Juan Galvez in Fords, the brothers Emiliozzi in their fabulously fast twin-o.h.c. Ford coupé, and polo-player Carlos Menditeguy driving yet another V8. The sports category suffered from a lack of entries: nevertheless, Enrique Diaz Sáenz Valiente's 4.5 Ferrari is strong medicine in any company, and Sáenz Valiente was expected to be the overall winner, barring mechanical trouble. Other starters in the sports category included two XK120 Jaguars with C-type engines, a 2.7 Ferrari, a 1,900 Alfa Romeo Sprint and a Porsche 1,500 coupé.

Over 130 m.p.h.!

The sports cars started first, at 7.30 a.m. on Sunday, September 5, and Sáenz Valiente covered the first 84 miles to the seaside resort of Necochea at 131.25 m.p.h., followed by Jorge Camaño's XK120C Jaguar. In the touring car class Emiliozzi led, chased by Juan Galvez and Carlos Menditeguy.

Sáenz Valiente was never headed and completed the first lap in 1h 43m 37s, averaging 132.6 m.p.h., still followed by Camaño's Jaguar, and Castro Cranwell's drop-head coupé Jaguar third. Cranwell was having considerable trouble with a leaking radiator joint which was causing his engine to overheat busily. Meanwhile, the Alfa 1,900 had retired with a seized big-end and the 2.7 Ferrari threw a tyre tread. Shortly afterwards this same misfortune befell Camaño.

Fast Touring

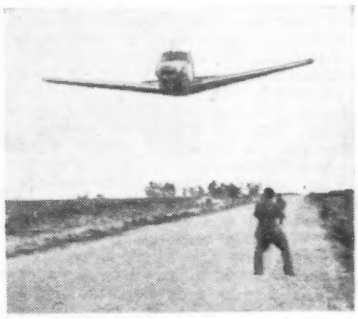
Dante Emiliozzi averaged slightly over 116 m.p.h. to lead the first lap of the touring car category, but shortly afterwards ran into mechanical trouble and Juan Gálvez took the lead, still at a blistering average, followed by brother Oscar and Menditeguy. However, Juan's lead was shortlived, as during that second lap he, too, retired, and thus Oscar came in to win at a Brooklands-like 112.94 m.p.h.

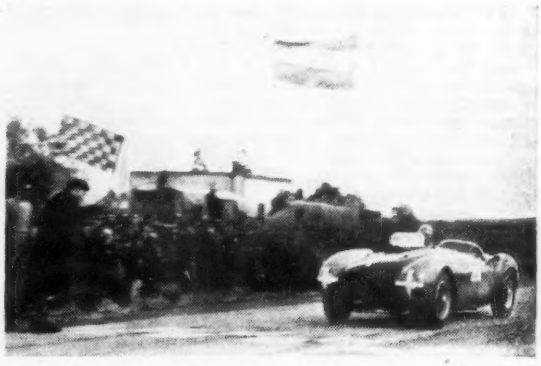
Sáenz Valiente had a no-trouble run and, although not driving on the limit, finally flashed through the timing strips to average 132.68 m.p.h. for the whole 480 miles. Cranwell's drop-head coupé Jaguar came in second nearly an hour behind, and the battered Porsche coupé, victim of a capsize some weeks before, limped in third. Among the touring cars Menditeguy was second to Oscar Gálvez, third was A. Sogoló (Ford), and the Emiliozzi brothers came in fourth.

RESULTS (race distance 480.34 miles)

Modified Touring Cars: 1, Ford (O. Galvez), 4h 4m 19.2s, 112.94 m.p.h.; 2, Ford (C. Menditeguy), 4h 12m 23s; 3, Ford (A. Sogolo).

Sports Cars: 1, Ferrari 4,500 (E. D. Saenz Valiente), 3h 28m 24.2s, 132.68 m.p.h.; 2, Jaguar 3,500 (F. Castro Cranwell), 4h 14m 9s; 3, Porsche 1,500 (T. Mayol).





Saenz Valiente crosses the finishing line in his 4½-litre Ferrari; his private aircraft (above, right) tried to follow him round the course during the race, but could not keep up with the Ferrari!

GERMAN ACTIVITY

MINICARS FOR THE WEST

FOR some time there has been strong demand in Western Germany for a small four-wheeled vehicle, seating two adults under cover in car comfort, but which can be run at motor cycle expense. The first serious attempts to produce such a minicar have been made by two companies, the Hoffmann-Werke at Lintorf, Rhineland, and the Hans Glas Isaria K-G at Dingolfing, Bavaria. Both are famous for their manufacture of motor-scooters.

The Hoffmann car, to be called the Auto-Kabine 250, will go into production next month, and the other, the Goggomobil, will probably be on the market before the end of this year. Both will have twin-cylinder engines of 250 c.c. For the Hoffmann, a fan-cooled version of an air-cooled four-stroke flat-twin motor cycle power unit will be used. It will run on a lower compression ratio and will develop 12.5 b.h.p. at 5,400 r.p.m. An output of 14 b.h.p. is claimed for the two-stroke Goggomobil engine. Both models have the engines at the rear, rear-wheel drive and a four-speed gear box with reverse; both manufacturers claim a maximum speed of over 50 m.p.h.

Volkswagen Competitor

The Champion company at Ludwigshafen, which was forced to a temporary standstill by financial difficulties last spring, restarted production two months ago with the aid of Danish capital and a Dane, Henning Thordal, as new manager. At present seven or eight cars are leaving the factory per day. A 400 c.c. two-seater coupé with a Heinkel two-stroke twin engine, and a similar station car of 500 c.c., are being produced. Both have water-cooled engines. An entirely new design, however, is being tested, and, it is thought, will appear on the market quite soon. The model is said to have an air-cooled engine of 500 c.c., developing over 20 b.h.p. and driving the front wheels. The car will be a four-seater saloon and will compete in price with the standard Volkswagen.

A long-awaited successor to the famous old 328 B.M.W. sports car has at last appeared and was shown at a recent *concours*, after a brief test in secret on the Nurburgring. Coachwork is by Baur. The engine is said to have a b.h.p. figure of 130, and to be a development of the 2.6-litre V-eight 502. The car may go into limited production this autumn.

The German Ford company is at present developing a new power unit for the Taunus which, it is rumoured, will have overhead valves and a capacity of 1.5 litres. Other behind the scenes information reveals great activity at the Opel-Werke, Rüsselsheim, where floor space has been almost doubled. Borgward are experimenting with direct fuel injection on their sports cars, and sales of the new Borgward Isabella are quite brisk.

Quite a number of enquiries for the 550 Porsche have been received, mostly from the U.S.A., so Porsche are again considering the manufacture of about 25 to 30 of these cars for sale. Rumours also suggest that Auto-Union are working on a car which, it is said, will be powered by a twin-cylinder 600 c.c. engine.

The Auto-Kabine 250, a crab-tracked minicar with a fan-cooled motor cycle engine of 250 c.c., soon to be produced in Western Germany.

The Standard exhibit at the Leipzig Fair caused considerable interest. It was the first time that a British car manufacturer had exhibited in Communist territory since the war.

RUGGEDNESS FOR THE EAST

THE Leipzig Fair in Eastern Germany, which closed a few weeks ago, is the one international event where the Communist countries with motor industries put their products on show. Most of the cars seen included few design or technical innovations, and were characterized by either lowness of first cost and economy of operation, or by extreme ruggedness.

Improvements have recently been incorporated in the small 900 c.c. Ifa F9, which attracted attention at Geneva in March as the cheapest car on show. These include built-in demister, radiator flaps for heat control, automatic locking of the free wheel in reverse, and a central lubrication system. The Ifa F8, another light two-stroke but of pre-war ancestry, has received a new face. The canvas-covered wood construction has been discarded in the de luxe model; front wings embodying the head lamps are of plastic, and body panelling is steel throughout. The two-cylinder engine has a swept volume of 690 c.c. Both the F8 and F9 are front-wheel driven.

Czechoslovakia exhibited the Skoda 1200, a rugged car with individual wheel suspension. Its 1,221 c.c. engine, developing 36 b.h.p., copes with a weight, in the four-door saloon, of 2,292 lb. A pair of transverse leaf springs are linked to the four half-axles, and drive to the rear wheels is through universal joints at the differential. Attention given to ease of maintenance is evidenced by the widespread use of grease-free rubber bushes, a one-shot lubrication system operated by a pedal, and wet cylinder liners.

The Soviet Pobeda weighs 3,000 lb unladen, and has a side-valve engine which develops 52 b.h.p. Poland is now building the same car under Russian licence.

For the first time since the war a British motor manufacturer has exhibited in Communist territory. Standard cars were displayed at Leipzig.

The Soviet Pobeda weighs 3,000 lb, and the power unit develops 52 b.h.p. Poland is now building the same car under Russian licence and calling it the Warsawa.

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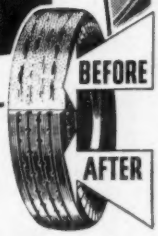

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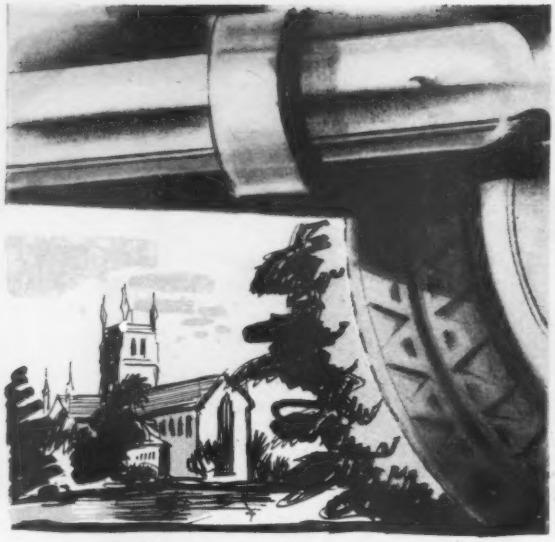

WORCESTER

Being the chief city on the borders of Wales, Worcester has, in its time, been visited by all the Kings of England. Traces of Roman Occupation have been discovered but the City's history begins with the foundation of the episcopal see.

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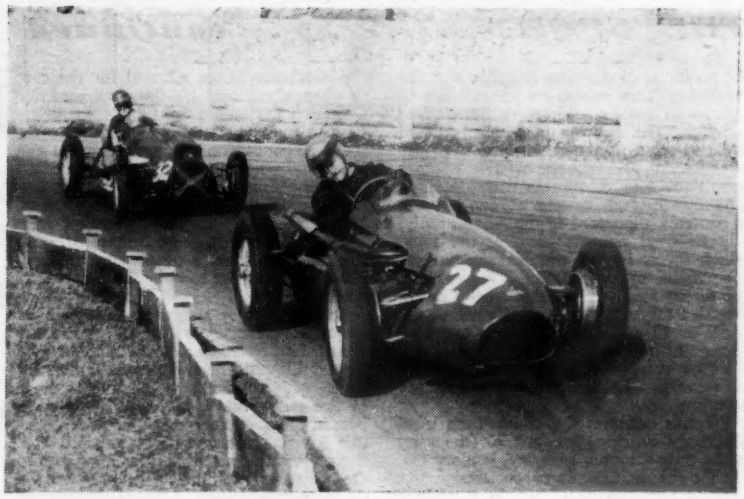
THE SPORT

by

J. A. Cooper



Paul Emery rounds Anchor Crossing corner at Aintree last Saturday in his new 2½-litre Alta-engined Emeryson, in front of Lawrence in the *Ecurie Ecosse* Cooper-Bristol. The Emeryson has fuel injection, a de Dion rear suspension layout and is very light.

OFFICIAL DISINTEREST • AINTREE • MONTE CARLO

IT is strange but a fact that in this country the manufacture of racing and competition cars still appears to be regarded as slightly shady, to be suffered rather than helped, and hushed up rather than publicized. This year, for instance, there will be no stands for the exhibition of racing cars at the Motor Show at Earls Court. There will be certain exhibits on the stands of some production car manufacturers, of cars which have put up meritorious performances in competition of one kind or another; but this can apply only to those firms exhibiting as a matter of course.

Now, one of the few British firms manufacturing racing (as distinct from modified sports) cars and belonging to the Society of Motor Manufacturers and Traders is the Connaught concern. I understand that Connaughts wanted to exhibit their new formula 1 car at the Show, but were told that racing car exhibits were not permitted. As the firm was not anxious to exhibit its sports cars (which are not in general production), and in any case could not accompany them by the new racing car because it has not yet achieved any performances of note (not having appeared in competition), there will be no Connaught exhibit at all, which will disappoint many enthusiasts.

Then there is the matter of the Motor Industry Research Association proving ground at Lindley, near Nuneaton. The regulations governing the use of this track lay down that all single-seater cars shall be excluded at all times, and that any vehicle having more than two wheels, intended, or being developed, purely for entry in competitive events will be permitted to use the track only if it is sponsored by a manufacturer producing more than 500 vehicles a year. What is the purpose of these discriminatory regulations? It would appear that the former has been contravened recently, as a certain single-seater record-breaking car was tested at Lindley before leaving for Utah; I congratulate the large manufacturer concerned, and I am glad that the car was so tested, but why should an exception be made in this case?

Nobody would suggest that anybody, or even any firm, should be able to make use of M.I.R.A. facilities without control; but to exclude any firm which is a member of the Association from such use (especially when exclusion may depend solely on the fact that the firm has not a large output) seems unjust. I do not even know if Connaughts would use Lindley if it were possible for them to do so; but they should at least be given the opportunity.

Both of these cases point the same moral; that the British motor industry as a whole feels no inclination to aid the construction of racing cars in this country—in spite of the fact that British competition successes can only further the sales of British cars in general in overseas markets. I know that there have been unhappy experiences connected with racing car projects in the past; and I am well aware that many of the accessory and component firms render very valuable support, without which no project could succeed at all. But the general impression remains, and I invite an explanation for publication of the reasons for the above instances from the heads of the bodies concerned.

AINTREE turned out to be an excellent meeting last Saturday, and the B.A.R.C. were lucky to have such pleasant weather. Running the races clockwise instead of anti-clockwise has resulted in a number of improvements. Drivers seem to like it better and lap speeds are faster. Also, as some of the corners are faster when taken clockwise there is all the more interest for spectators. From the stands and enclosures opposite the pits it is now possible to get a front view of cars taking Tatts Corner, which leads into the finishing straight, and here it must be remarked that the victorious Moss was particularly impressive to watch.

Ken Wharton was unlucky to be put out of the *formule libre* race so early as a result of a *fracas* with Schell. He was moving up through the field in good style and duelling with Schell when the bump occurred. Another unfortunate was J. G. Reece; his Osca overturned in the T.T. but it was made good just in time for Aintree—only to develop clutch trouble almost as soon as the main sports car race began.

Beauman went very well in the Connaught. He even passed the G. P. Maserati of Salvadori on the straight, although he later lost some time when he spun round. But the two highlights of the day were Collins' efforts with the Aston Martin to catch Masten Gregory's big Ferrari (I liked the way Gregory refused to get flustered), and the scrap behind Moss in the 500 c.c. event. Bueb took a very fine second place, and Leston managed to beat Parker in their personal duel for the formula 3 championship. Once more, all praise to the B.A.R.C. for first-class organization.

AT last, the regulations are now out for the 1955 edition of the Monte Carlo rally. As the preliminary requests to be included among the entrants have to reach the competitor's national club (in our case, of course, the R.A.C.) by October 26 at latest, there is no time to lose in obtaining and studying the regulations and deciding what car to use and from which point to start.

As previously forecast, the rally differs considerably from past years, and it is to be hoped that in its new form it will prove better in every way and not result in so much argument afterwards. The starting points remain the same as in the 1954 version; eight in number, they comprise Athens, Glasgow, Lisbon, Monte Carlo, Munich, Oslo, Palermo and Stockholm. The routes have been altered, and this year the focal point at which they all join is moved to Chambéry. From there the communal route leads to Gap—and then the trouble starts, if it hasn't done so already.

The first route book will terminate at Gap; there the competitors will be given another route card, setting out the route to be followed from Gap to Monte Carlo,

THE SPORT . . . . . continued

the positions of the time controls, and the maximum and minimum times allowed over each section. Thus, the organizers can delay the decision of which route to use and what speed to demand until the last moment, and take the existing weather conditions into account in their decision. The punch-clock system of checking in at controls (pioneered in the Alpine Rally) will be used on this stage of the rally, which forms in fact the first *épreuve de classement*, or special test. Whereas on the earlier road sections the penalty marks awarded for being early or late are of the order of 10 per minute, on this test they change to one mark per second, although the first twenty seconds are allowed free of penalty. Let's hope the clocks are accurate.

All this occupies the competitors until Thursday evening, January 20 (the start of the rally being on Monday, January 17). On the Friday, there is an acceleration and braking test, not as of old in a straight line but including rounding a pylon, and finishing up inside a box. On the Saturday, the hundred competitors with fewest road section plus special section penalty marks (and also including marks lost at scrutineering) will take part in the Mountain Circuit; this consists of one lap measuring just over 200 miles, over the mountains behind Monaco and including the Col de Valberg and the Col de Braus. The system of time cards, and the award of penalty marks, will be exactly the same as that used in the first special test, and, as in that test, each competitor will receive the detailed route card, positions of controls, and necessary times, only at the moment of departure.

THEN, on the Sunday morning (January 23) the survivors of this happy hundred will take part in the speed and performance test over five laps of the Monaco G.P. circuit, best lap time to count. Addition of all the penalty marks incurred during all these road sections and special tests will then determine the general classification of the rally.

Eligible cars are divided into two main categories, one consisting of standard production touring cars, the other of modified production touring cars and *grand tourisme* cars. Each category is then subdivided into three capacity classes; up to 1,000 c.c., 1,001 to 2,000 c.c., and over 2,000 c.c. In the first special test (Gap to Monte Carlo) and the Mountain Circuit, the maximum times allowed for the cars in Category 2 will be those allowed for Category 1, divided by 1.08. No difference is made between the categories for the acceleration and braking test; in the speed and performance test the time taken by each competitor is multiplied by a factor in which engine capacity plays a part, and then by 1.08 for the Category 2 cars. There is no system of preference between the different sources of penalty marks—clean sheets on the road do not necessarily take priority.

On the Sunday afternoon there will be an additional series of "races" round the Grand Prix circuit, made up of those who have indicated their desire to enter for them, who have not won a major prize in the rally proper, and who have done best in the acceleration and braking test—this has no connection with the result of the rally, but is an additional competition. On Monday morning, the *Concours de Confort* will be held, as usual, in front of the Casino.

THE principal event this weekend in Britain is the national race meeting organized by the Eastern Counties M.C., to be run at Snetterton, near Thetford in Norfolk, tomorrow (Saturday, October 9). There seem to have been recent rumours that the meeting was cancelled; this is by no means the case, and an excellent entry has been received. The 500 c.c. racing car class includes Parker, Leston, Bueb and Russell—assurance of a good race—while among the larger racing cars are Salvadori's Maserati, five Connaughts, Wilkinson's Cooper-E.R.A., Gould's Cooper-Bristol, the new Emeryson and—an interesting departure—Jim Russell at the wheel of Spero's old blown ex-Bira 3-litre Maserati. Likewise, the sports car classes include Chapman's Lotus, Abecassis' H.W.M., Salvadori in the other Maserati and Peter Whitehead's Cooper-Jaguar. The first race is scheduled to start at 12 noon; there are good spectator facilities.

Also this weekend: the North Staffs M.C. Silverstone race meeting (members and friends only), the M.G.C.C. Weston Rally (with 95 entries), the Shenstone and District C.C. Buxton Rally (with 68 entries), and on Sunday the Louth District M.C.C. Cadwell Park race meeting, with 500 c.c. car races as well as their motor cycle events. Parker, Russell, Headland and Allison are all among the entries.

COMING SHORTLY

OCTOBER 8-9.—M.G. Car Club. Weston Rally, starting from Bristol, Birmingham and Esher.
9.—Eastern Counties M.C. Race meeting, Snetterton, near Thetford, Norfolk, 12 noon.
9.—North Staffs M.C. Race meeting, Silverstone, Northamptonshire, 12 noon.
9.—500 M.R.C. of Ireland. Race meeting, Kirkistown, County Down, 2.15 p.m.
9.—M.C.C. Autumn Touring Trial, Evenlode Hotel, Eynsham, Oxfordshire, 10 a.m.
9.—Shenstone and District C.C. Buxton Rally, starting from Shenstone, Staffordshire, and Grindleford, Derbyshire, from 7.30 a.m.
9.—Rover S.R. and Lea-Francis O.C. Chiltern 100 Rally.
10.—Coupes du Salon race meeting, Montlhéry, France.
10.—Louth and District M.C.C. Race meeting, Cadwell Park, near Louth, Lincolnshire, 11 a.m.
10.—Taunton M.C. Allen Trophy Trial, Purchase's Market Garage, Priory Bridge Road, Taunton, Somerset, 10.30 a.m.
10.—Bedford A.E.C. and Cambridge 50 C.C. Bushmead Speed Trials, Great Staughton Airfield, near St. Neots, Bedfordshire, 2 p.m.
10.—Hants and Berks M.C. Driving test meeting, California, near Wokingham, Berkshire, 1 p.m.
10.—Caernarvonshire and Anglesey M.C. Autocross, The Look-Out, Upper Bangor, Caernarvonshire, 2 p.m.
15.—Wolverhampton and South Staffs C.C. Annual dinner and dance, Mount Hotel, Wood Road, Tettenhall, Staffordshire, 7.30 for 8 p.m.
16.—Forces M.C. and Per Ardua M.C. Driving tests, Fowler Barracks, Perham Down, Tidworth, Hampshire, 3 p.m.
16-17.—Nottingham S.C.C. Nottingham Rally, R.A.C. Offices, Gregory Boulevard, Nottingham, 9 p.m.
17.—West Essex C.C. Hill-climb, Stapleford Airfield, near Abridge, Essex, 11.30 a.m.

Mike Hawthorn congratulates Stirling Moss on winning not only the *Daily Telegraph* Trophy race at Aintree, but also the unofficial match race between them for £100, put up by G. A. Vandervell, entrant of Hawthorn's mount, the Vanwall Special.

In France on Sunday, the series of sports car races known as the *Coupes du Salon* will be run at Montlhéry. Among the British entries are two Connaughts (K. McAlpine and Stirling Moss—the latter in D. Done's car), Allen (Lotus-M.G.), Steed (Lotus-Climax), Alan Brown (Cooper-Bristol), Hamilton (Jaguar XK120C) and Hitchings (Austin-Healey).

THIS year's Australian G.P. will be run on November 7 at Southport, Queensland; it will be run under *formule libre* rules over 27 laps of the 5.7-mile road circuit, a total distance of 153.9 miles. First prize is £600 and the Handasyde Trophy. All enquiries to G. J. Lord, Everston Court, 12, Water Street, South Brisbane, Queensland, Australia (telegraphic address Mipbris, Brisbane).

CLUB NEWS

Pembrokeshire M.C.—Closing date for entries for the Lydstep Speed Hill Climb (near Tenby, Pembrokeshire, on Saturday, October 16) has been extended to October 11. Secretary of the meeting is G. F. Reason Jones, Royal Lion Hotel, Tenby.

Sporting C.C. of Norfolk.—Regulations are now available for the Ten Test rally to be held on October 23-24. Starting controls will be at Snetterton circuit and Wormingford Airfield (Essex), and routes converge at Bury St. Edmunds to follow an interesting 300-mile course. The finish will be at Great Yarmouth. The organizers claim to have achieved their aim to make it a really tough rally. Entries close on October 18, and should be sent to J. Olorenshaw, 118-120, Prince of Wales Road, Norwich.

Mid-Surrey A.C.—The 200 Rally, held during the night of September 18 and the early morning of September 19, turned out (assisted by fog) to be an event which was "won on the road." The 80 competitors set out from Epsom and Brighton from 9 p.m. onwards. Although there were, in fact, seven special tests, two were road sections; the remainder (if accomplished in a reasonably successful manner) could not oust a good road performance.

PROVISIONAL RESULTS

Glikstein Trophy: Porsche (E. D. Woolley). **Runner-up:** Sunbeam-Talbot (G. Langdon). **Open Cars, up to 1,250 c.c.:** Singer (P. A. Bailey). **Up to 2,000 c.c.: Frazer-Nash** (P. Major). **Unlimited:** Austin-Healey (H. G. W.

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1st Stirling Moss *MASERATI*
2nd J. M. Hawthorn *VANWALL SPECIAL*
3rd H. Schell *MASERATI*

FORMULA LIBRE RACE

1st Stirling Moss *MASERATI*

500 c.c. RACE

1st Stirling Moss *COOPER*

SPORTS CAR RACE

Outright winner **M. Gregory** *FERRARI*
also over 2½ litre class winner

1st 1½ litre class **K. McAlpine** *CONNAUGHT*
1st 2½ litre class **T. A. D. Crook** *FRAZER NASH*

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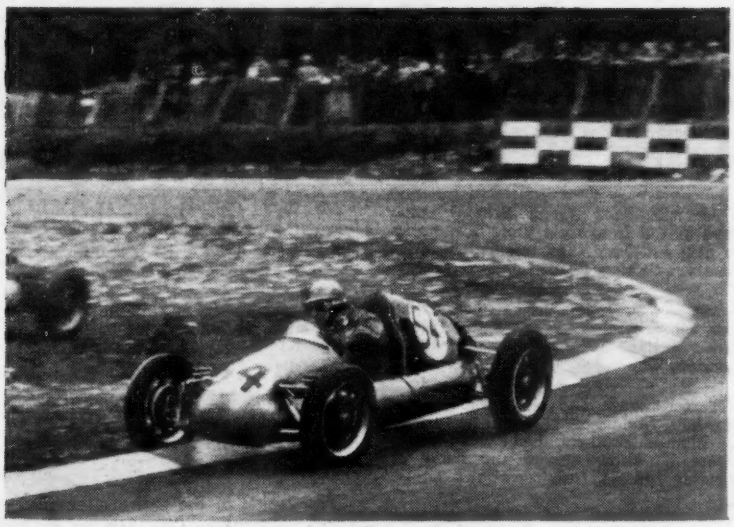

"Cornered as though it was on rails . . ." Unorthodox methods of defeating centrifugal force were used by Eric Brandon (Cooper) when he hitched his inside wheels over the kerb on Druids Hill Bend at Brands Hatch last Sunday.

CLUB NEWS . . . . . continued

Kendrick). **Closed Cars, up to 1,250 c.c.:** Simca (Dr. R. L. McGhie). **Up to 2,000 c.c.:** Porsche (E. D. Woolley). **Unlimited:** Sunbeam-Talbot (G. Langdon). **Ladies' Prize:** Ford Consul (Mrs. P. J. Blickman).

Cambridge University A.C.—Regulations are available for the fourth Inter-Varsity Rally, to be held on October 30-31. Starting points will be at Huddersfield, Kidderminster, Bedford, Durham. The focal point (after 100 miles) will be in Derbyshire, and the finish at the Country Club between Warrington and Chester. The total distance will be 350 miles and the event is open to any members of a university motor club. Regulations may be obtained from H. Nott, Caius College, Cambridge, or from the secretary of the club of the individual university.

Builth Wells M.C.—The name of the new secretary is Mrs. C. Weale, Hay Road Garage, Builth Wells, Breconshire.

West Hants and Dorset C.C.—Regulations are available for the Moonfleet rally and gymkhana to be held on October 16 and 17; the rally will be held on the Saturday, followed by a dinner and dance at Moonfleet; the gymkhana will be on Sunday morning. Entries close first post tomorrow, October 9, and should be sent to Mrs. J. B. Jesty, Doddings Farm, Wareham, Dorset.

Waterloo and District M.C.—The Waterloo Cup. trial will be held on October 31, the start and finish being at Wynnstay Garage, Maghull, Liverpool. Closing date for entries is October 20; applications to J. C. Finucane, 31, Rosedale Avenue, Liverpool, 23.

Fiat 500 Club.—The sixth anniversary dinner and dance will be held at the Kensington Palace Hotel, London, W.8, on Friday, October 29. All Fiat 500 owners are welcome. Tickets from J. A. James, 71, The Grampians, Western Gate, London, W.6.

Thames Estuary A.C.—Regulations for the members' rally to be held on Sunday, October 17, can be obtained from F. A. Freeman, 93, Rendelsham Road, Clapton, London, E.5. The rally starts from the Green Man Hotel, Navestock, Essex, at 10.30 a.m., finishing at the same point at 6 p.m. on the same day. There will be classes for standard and non-standard cars.

Seven-Fifty M.C.—The speed trial scheduled to take place at Tarrant Rushton will be held at Thruxton, near Andover, Hampshire, on Sunday, October 24. Invited clubs are: West Hants and Dorset, B.A.R.C., Gosport A.C., Hants and Berks, Half Litre, Bristol M.C. and L.C.C. and the Invicta C.C. Regulations can be obtained from Miss C. M. Christison, 13, Bitterne Manor, Bitterne Road, Southampton.

Rapier Register.—At the annual general meeting, held at Overstone on September 19, it was decided to continue the existing policy of concentrating on social and technical matters and the registration of spare parts. Full particulars may be obtained from the Hon. Secretary, 473, Manchester Road, Sheffield.

London M.C.—The annual dinner-dance and prize distribution will take place at the Park Lane Hotel, London, W.1, on Tuesday, December 7, at 7.30 p.m. Details can be obtained from Maurice Wick, London Bridge House, London, S.E.1.

Leicestershire C.C.—Regulations are available for the Lonsdale Trophy Trial which will be held on Sunday, October 10. The trial will start from the Trocadero Cinema, Uppingham Road, Leicester, and the course will cover the Melton Mowbray-Oakham area, finishing with tea at the Crown Hotel, Oakham. Competitors are requested to bring a pocket watch (not a wrist watch) with them. Entries close today, October 8. Secretary of the meeting is G. Waddington, 10, Braunstone Avenue, Leicester.

Public Schools M.C.—Results of the Southern Rally, held on Sunday, September 26, are as follows:—

Premier Award: Morris Minor (J. R. Paul). **Class A:** Morris Minor (J. Blumsden). **Class B:** Austin A.40 Sports (J. Spencer).

Kentish Border C.C.—On October 10 the Stafford Clark Cup Trial will be held. The course is of a very sporting nature and is suited only to trials specials. The start will be from the Trules Hatch Country Club, Rotherfield, Sussex, at 11 a.m. Further details of the event may be obtained from H. W. Alderton, The Cottage, Bromley Grove, Shortlands, Kent.

Singer O.C.—The results of the Trefoil night rally, held on September 11-12, are as follows:—

Best Performance: Triumph TR2 (D. Giles). **Best S.O.C. Navigator:** Mrs. A. S. Bennett. **Best Open Car:** Singer 1½-litre (M. Munton). **Best Closed Car:** Austin A.40 (F. Freeman).

Lea-Francis O.C.—The club has now received R.A.C. recognition. At a recent meeting it was decided to abolish the 10s entry fee and to retain the annual subscription of £1. A film show will be held on Tuesday, October 12, at 8 p.m. at the Albert Hotel, Kingston Hill, Surrey. Owners of Lea-Francis cars and members of the Alvis O.C. are welcome; admission is free.

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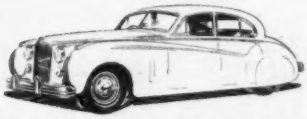
SEE AND TRY THE NEW TYPE 'M' 3½ LITRE MK.VII

This magnificent model incorporates many new refinements and mechanical advancements which represent an even higher level of excellence.



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Mr. A. T. Pugh's 1928 FRAZER-NASH achieved Second Best Individual Performance of the complete entry.

Mr. Pugh made the second fastest time of the day in the hill-climb at Prescott, and fastest time of the day in the manœuvring test at Goodwood.

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Manufacturers of Sports Cars for 30 years.
ISLEWORTH, MIDDLESEX.

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At the Showrooms, which will be open for your convenience until 8 p.m. each evening, you will be able to discuss with our Sales Staff your requirements and inspect various makes of new and used cars in complete comfort.

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IN BRIEF

A Rover service week will be held by the Maidstone branch of Caffyns, Ltd., commencing on November 8.

Mercedes-Benz (Great Britain), Ltd., have moved from their Victoria premises to new and larger accommodation at 58, Camberwell New Road, London, S.E.5.

Mr. W. P. Jones has been appointed assistant general manager of the Poland Street Garage (Mamos Garages, Ltd.), London, W.1.

Target Garage, Ltd., 29, Yeading Lane, Northolt, Middlesex, has been taken over by Elborne Brothers, Ltd., and will in future be known under the name of Yeading Motors, Ltd.

An interim dividend of five per cent has been decided upon for the half-year ended June 30, 1954, by the directors of the West Riding Automobile Co., Ltd.

Pass and Joyce, Ltd., London distributors of Armstrong Siddeley cars, have opened a branch at 27, Peter Street, Manchester. A special opening display of the latest models is being shown.

Mr. F. W. Lampard has been appointed northern manager of Silentbloc, Ltd. and the Andre Rubber Co., Ltd. He will work from the office of the two companies at 11, Cloth Hall Street, Huddersfield.

A new depot has been opened at West Mill, Harmer Street, Kirkstall Road, Leeds, by James Neale and Sons, Ltd., manufacturers of Raydyot motoring accessories. The telephone number is Leeds 21278.

New showrooms have been opened on the ground floor of Great Westminster House, Horseferry Road, London, S.W.1, by Moons Motors, Ltd., Dorset House, Marylebone Road, London, N.W.1. There will be room for ten cars.

Lazard Brothers and Co., Ltd. have agreed to purchase from the Electric Storage Battery Co., of Philadelphia, their holding of £1,573,688 ordinary stock of the Chloride Electrical Storage Co., Ltd. They will offer it for sale to the public and to stockholders of the Chloride (Exide) company at £3 3s free of stamp per £1 stock.

An interim dividend of 1s 6d per ordinary stock unit of 10s has been declared by C. C. Wakefield and Co., Ltd., for 1954. It will be payable on November 1, and it compares with an interim dividend last year of 1s. With Treasury consent it is proposed to capitalize reserves to the extent of £1,251,250, and to issue one new ordinary share of 10s for every 10s unit of ordinary stock. The company are responsible for the production of Castrol lubricants.

A recent reference in *The Autocar* described a lock as "Yale-type." As the use of the registered trade mark can refer only to products of the company concerned, this description was incorrect and should have read "cylindrical."

Mr. E. G. H. Brook has been appointed to the board of the Halford Cycle Co., Ltd. He joined the company in 1915.

Mr. W. L. Cole, F.C.I.S., Mr. D. Bayliss and Mr. W. A. McLeod have been appointed assistant managing directors of Perry and Co. (Holdings), Ltd.

The new telephone number of the Kingsbury, London, depot of the India Tyre and Rubber Co., Ltd., is Colindale 7033.

From October 10 the telephone number of the same company's depot at Plymouth will be changed to Plymouth 62682.

The capital of the United Dominions Trust, Ltd. has been increased to £5,000,000 by the creation of 3,500,000 shares of £1 each.

Mr. E. Leach, who for three years has been service manager at Southport for Kirby's, Ltd., has taken over the business of the Wayside Garage, Ltd., near Carnforth, Lancashire.

Mr. Wallace E. Riche has been elected chairman and Mr. A. B. Lowrie general secretary of the Roads Improvement Association. Both have been executive officials of the Association for more than 30 years.

The number of award winners in the safe driving competition of the National Benzole Co., Ltd., showed an increase for 1953 of five per cent compared with the previous year. Award winners totalled 754.

Mr. G. C. Durtnal, who is at present a director of University Commercials and Coachwork, Ltd., has been appointed to the board of the parent company, University Motors, Ltd. He has also been appointed to the board of the company's subsidiaries.

Lodge plugs were used in the Maserati with which S. Moss won the Goodwood Trophy at Goodwood on Saturday, September 25. Other race winners using these plugs at the meeting included D. Parker (Kieft), R. Salvadori (Jaguar), and K. Wharton (B.R.M.).

To finance the company's programme of capital expenditure the directors of Wilmot Breeden (Holdings), Ltd., propose to increase the capital to £2,010,000 by the issue of a further 840,000 ordinary shares of 5s each. In respect of 1954 the new shares will rank for the final but not the interim dividend.

Mr. C. A. Pink has been appointed retail marketing manager of the London division of Shell-Mex and B.P., Ltd. Mr. C. E. Pike has been appointed marketing service manager of the north-eastern division in addition to his similar position in the northern division, and Mr. H. Edwards has now been appointed operations manager of Scottish Oils and Shell-Mex, Ltd.

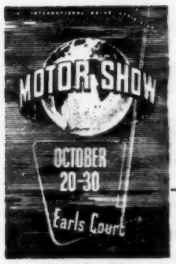
and now the 405

A Brilliant New Bristol

Sophisticated, elegant and very fast, the new Type 405 is a superb blend of advanced scientific engineering practice and the traditional craft of the coachmaker. A town carriage, it will nevertheless carry four people in superlative comfort over great distances at sustained high speeds.

THE BRISTOL RANGE

403 Two-door Saloon
404 Two-door Sports Coupé
405 Four-door Saloon
405 Two-door Drophead Coupé
Arnolt-Bristol Sports Car
(Export only)



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Laycock–de Normanville overdrive

The electrical controls used on the Overdrive have been developed by Joseph Lucas (Electrical) Ltd.

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For greater speed and greater safety...

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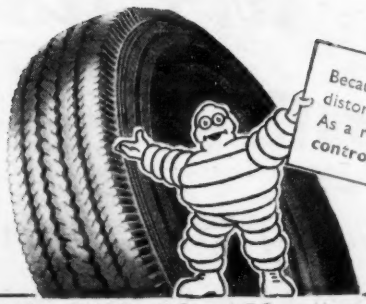
BRISTOL, *the*

405, *is fitted with*

MICHELIN 'X' TYRES

as standard equipment

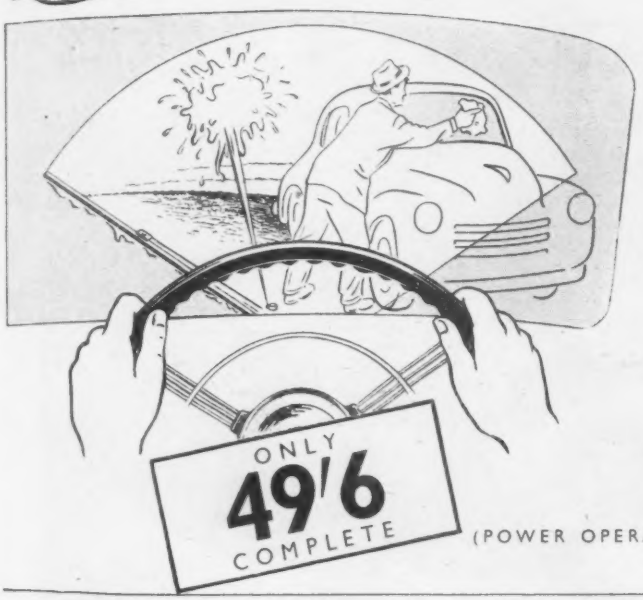


Because Michelin 'X' tyres resist lateral distortion, they neither shuffle nor drift. As a result, they give **perfect steering control** and **much greater mileage.**

Te 12/54

MICHELIN TYRE CO. LTD. Head Office and Factory: STOKE-ON-TRENT

Touch the Button and wash your screen as you drive...



Touch the button and twin water jets spray the screen — wipers remove road slime. Enough water for hundreds of miles of dirty weather driving. Car makers prefer Trico—the first and finest screenwasher. Get your local garage to fit one to your car.

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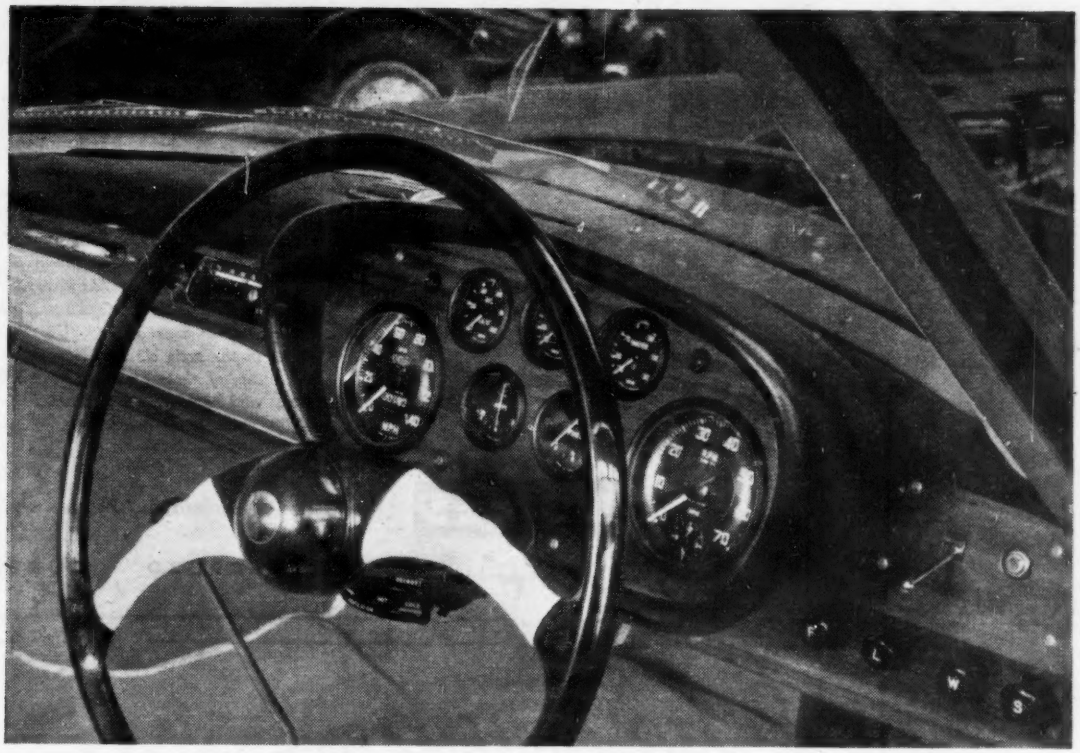

instruments of distinction on the new Bristol 405 Saloon

The evolution of the Bristol tradition has been one of the most exciting developments in post-war British motoring. Smiths instruments, with their long record of accuracy, reliability, and superb finish and appearance, proudly take their place in the new 405 Saloon, as in every other Bristol car.

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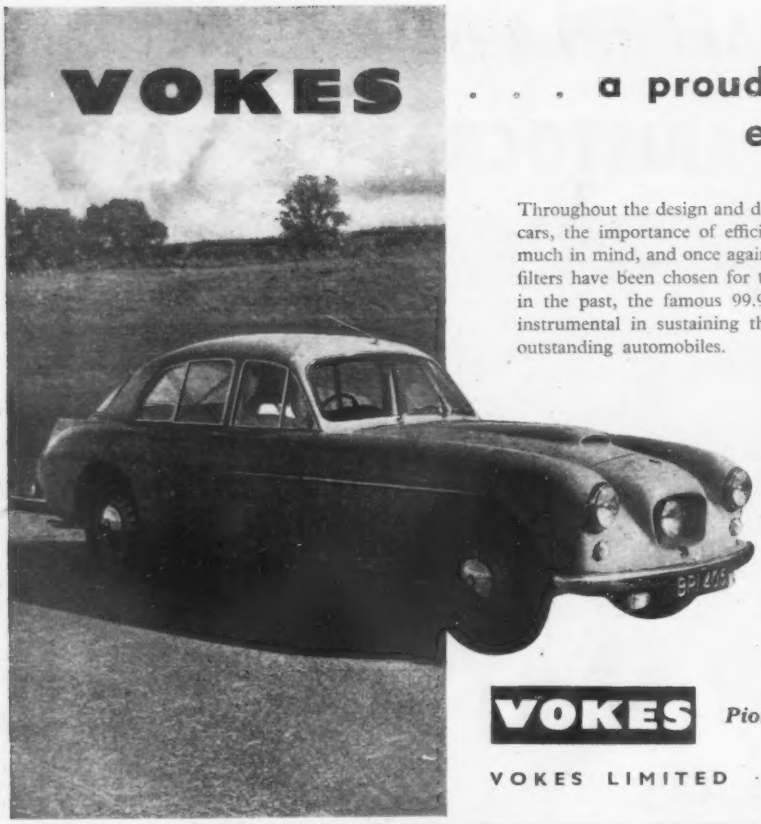

VOKES . . . a proud record of Bristol engine protection

Throughout the design and development of the remarkable range of Bristol cars, the importance of efficient air and oil filtration has been kept very much in mind, and once again in the new 2-litre Bristol 405 Saloon, Vokes filters have been chosen for the air intake and lubricating oil system. As in the past, the famous 99.9% tested efficiency of Vokes filters will be instrumental in sustaining the high performance and reliability of these outstanding automobiles.

The success of Bristol cars in international competition assumes formidable proportions when detailed; in 1954 Bristol cars have captured 1st, 2nd and 3rd places in the 2-litre class of the Le Mans road race (where they were the only team to complete the course) as well as 2nd, 3rd and 4th places in the same class at Rheims. The same team of three cars took part in both races and among them covered nearly 10,000 miles in 36 hours.

VOKES *Pioneers of Scientific Filtration*

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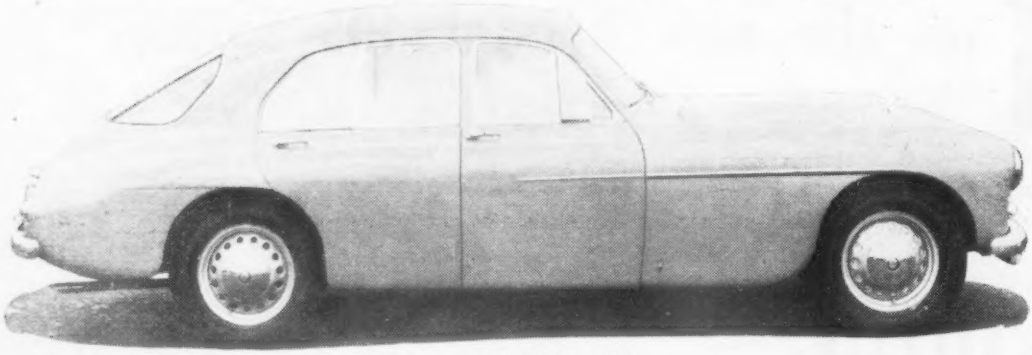

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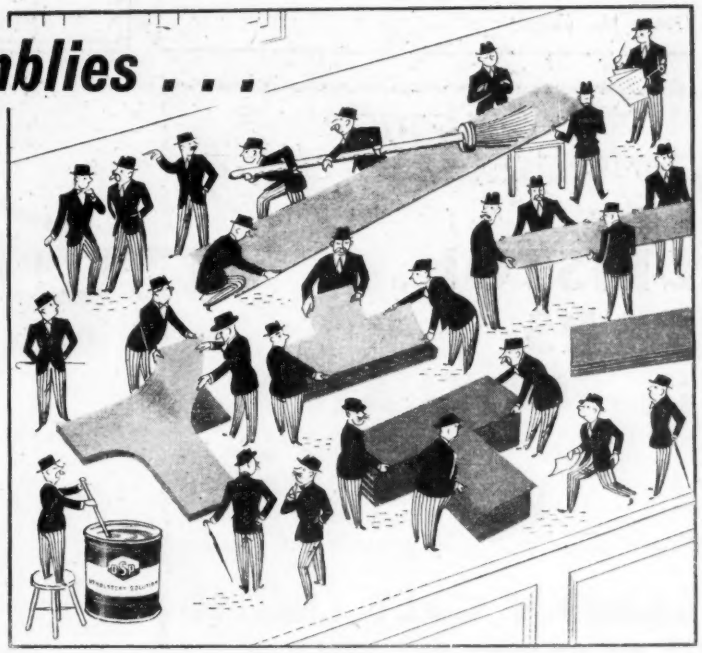

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The DSP range includes latex, rubber and reclaim based adhesives . . . thin fluids to heavy cements. If *your* business is assembly make it a fast assembly with DSP. If the range does not include an adhesive perfect for your process, DSP will make one specially for you. Write please with full details.

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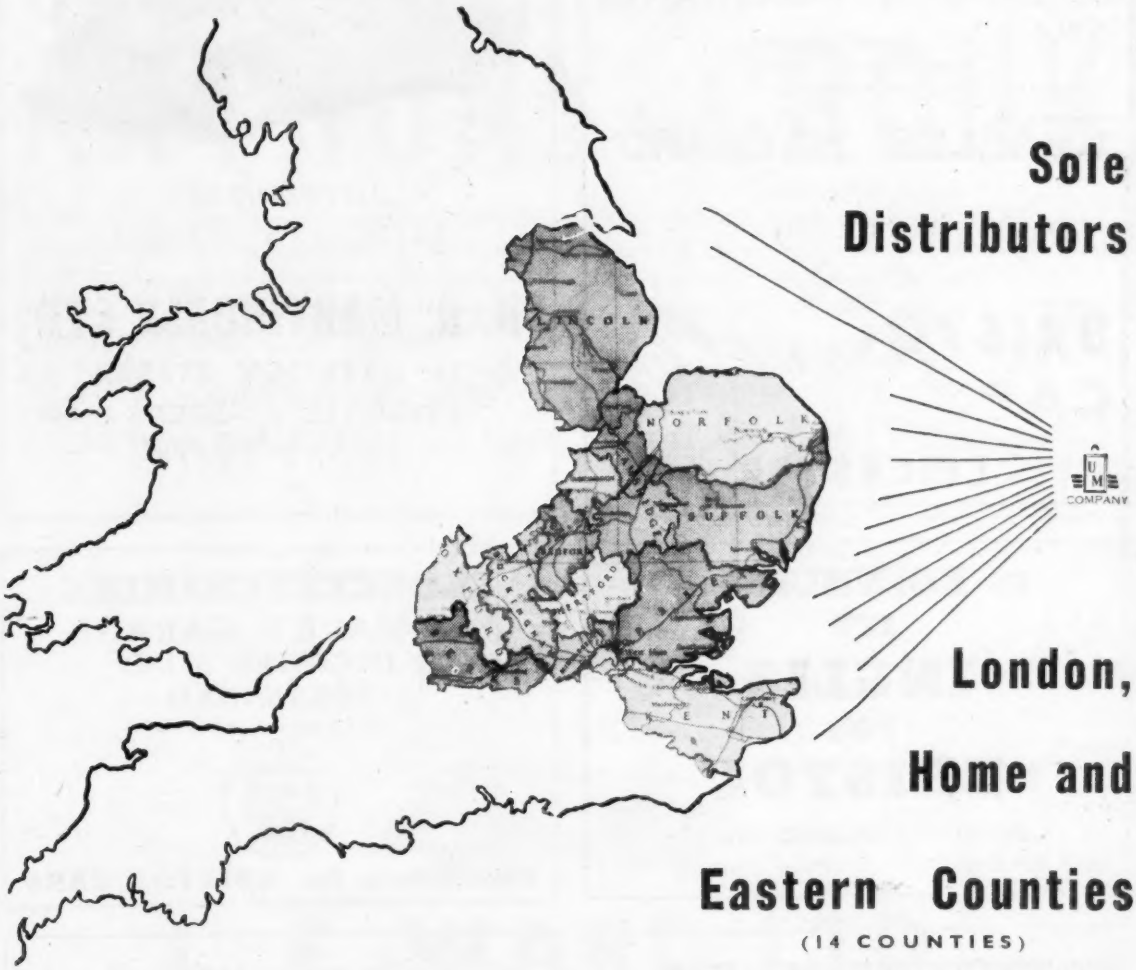

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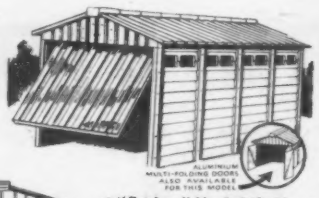

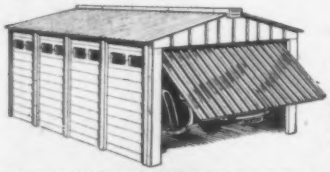

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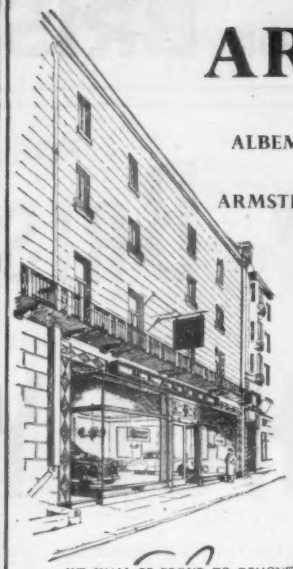

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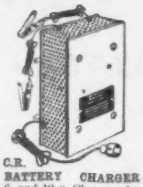

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6- and 12-v. Chargers for 200/250 A.C. Mains. Will charge 6-volt at approx. 2 amps. and 12-volt at 1½ amps. **49/6**
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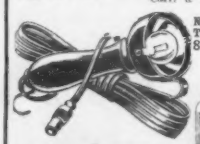

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Sparto LAMPS

FOR SMARTER CARS

A Range of Rear Lamps and Reflectors for all requirements . . . beautifully styled . . . robustly constructed . . . easily installed.

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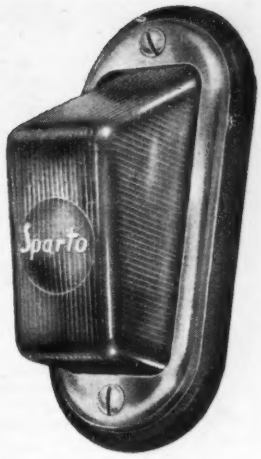
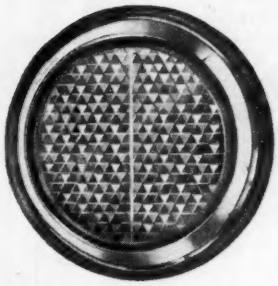
STAND 291 MOTOR SHOW

RED CRYSTAL
No. 1126

An attractive wing-mounting lamp for the smaller car. Supplied with either flat or off-set rubber base to compensate for wing radii.

PRICE 13/3 each, inc. bulb.





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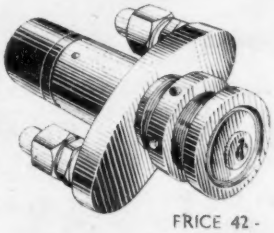

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CHROMIUM RIM EMBELLISHERS

The finishing touch to a smart turnout; heavy gleaming pre-war quality chromium plating. Wheel cleaning simplified. Easily fitted. Available for 12in., 14in. 15in., 16in., 17in. wheels. **20/-** Each

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Bulb 1/10 extra.

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You can now have seat covers of hard-wearing Enfield "Snugfit" Rayon for..... **59/6**

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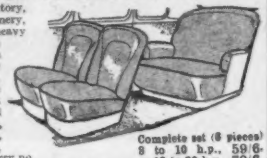

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37/6 Complete set (State voltage)

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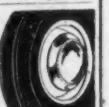

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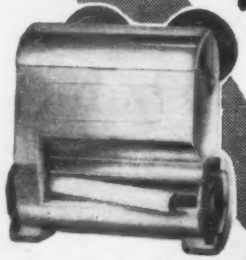

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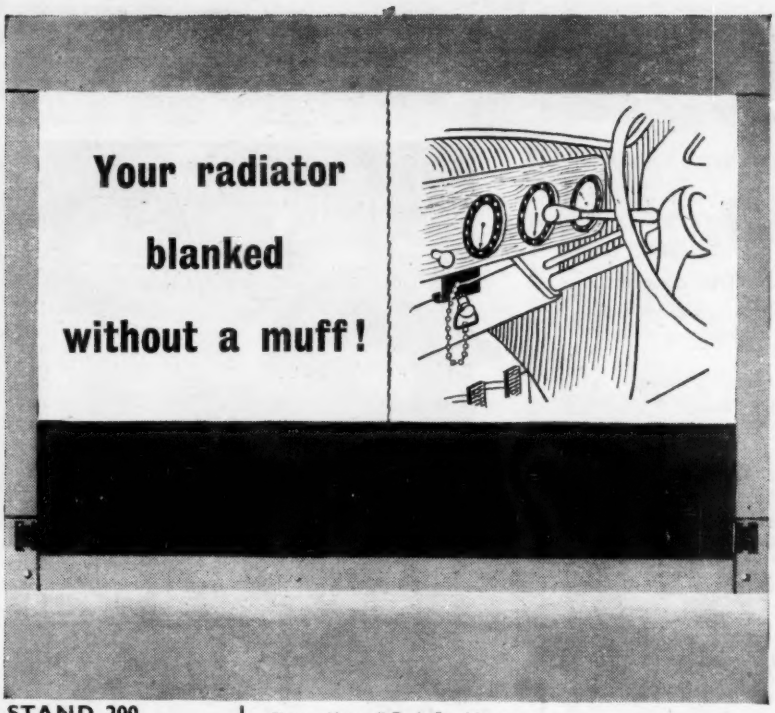

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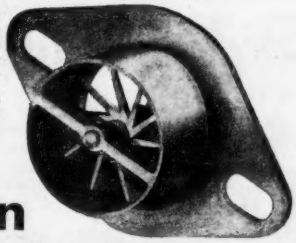

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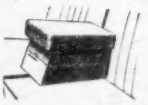

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60/- carriage paid.

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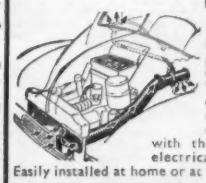

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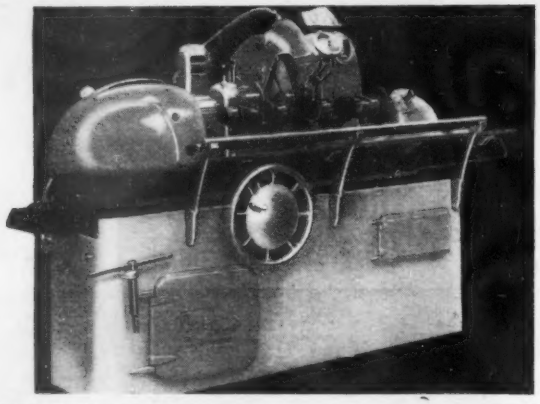

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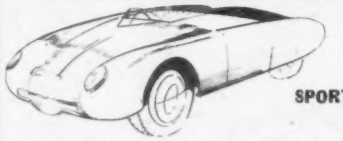

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0–50 m.p.h.	17 ,,	14 ,,	12 ,,
20–60 m.p.h. top	30.2 ,,	21.2 ,,	19 ,,
Max. top	76 m.p.h.	84 m.p.h.	89 m.p.h.
Consumption	25–26 m.p.g.	27–28 m.p.g.	35.1 m.p.g. over 2,400 miles continental tour.
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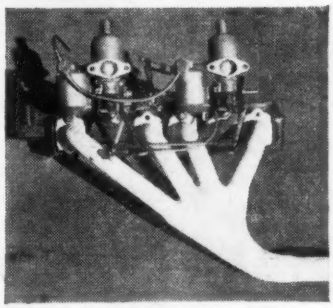
Speeds as Consul, above



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11.8 secs.	9 secs.	6.8 secs
31.2 ,,	25 ,,	15.3 ,,
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69 m.p.h.	73 m.p.h.	78 m.p.h.
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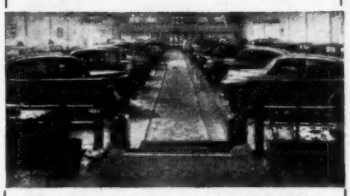

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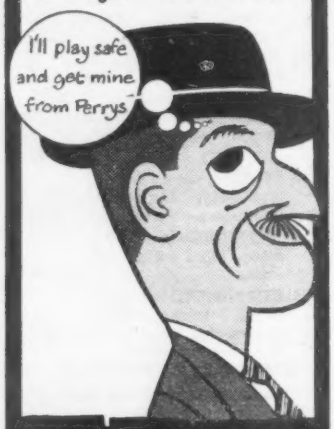

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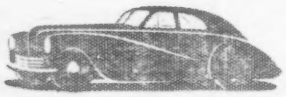

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USED CARS FOR SALE & WANTED—SPARES & SERVICE

A.C.

GATEHOUSE offer:—

1950 (November) A.C. saloon, black, one owner, first-class condition; £595.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021

ELM AUTOSALES offer:—

A REALLY beautiful A.C. 2-litre drop head foursome coupe, immaculate metallic pastel green cellulose, interior in red hide, with polished woodwork and trimmings, engine just overhauled in our works, host of extras, a quality car in really amazing condition; £325.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C1067

1953 A.C. Petite convertible saloon, 348cc model, as new, fully equipped, extras; £275.

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774. [9338

G & M ALFREDS (1936), Ltd.—1948 A.C. saloon, outstanding condition.—6-7, Warren St., W.1. Euston 3268. [C1005

1952 (Sept.) A.C. saloon, one owner, bronze, red leather upholstery, immaculate throughout; £900.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

1950 A.C. drop head foursome, radio, heater, blinking lights, screen wash, etc., finished green, very nice order; £575.—A. E. Palmer Motors, Ltd., Luton 4212. [9527

J. DAVY, Ltd.—1951 (August), 2,900 miles only, maintained by A. C. Cars, Ltd., originally cost £1,700; in exceptionally good condition; £650.—Western 9641 and Knightsbridge 4211. [C1069

£133 !!!—A.C. sports drop head coupe, 2-seater with dickey, excellent performance, very modern looking, and outstanding value at this price; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1951 (March) A.C. saloon, fitted H.M.V. radio, heater, very good throughout; £575; can be seen any part of the country.—Wm. Ball, "Wilcyon," 9, Brook Rd., Whitchurch, Salop. Tel. 568. [8909

XXX 1951 model A.C. 2-litre saloon, grey with blue leather, a really immaculate one ownership car, thoroughly recommended, written guarantee; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012.

A.C. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

XXX H. F. Edwards offer immediate cash for good A.C.s—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

A.C. Spares and Service

FULL repair and overhaul service for A.C. cars.—Harman, 24, Astwood Mews, S.W.7. Fremantle 7471. [0796/R

ALFA-ROMEO

METCALFE & MUNDY, Ltd.

1750 supercharged open 2-seater, specialist engine overhaul, complete independent front suspension, giving stupendous road holdin, this must be one of the fastest Alfas in existence.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

CHIPSTEAD MOTORS, Ltd., offer:—

ALFA-ROMEO 2.5-litre, first registered 1948, streamlined drop head coupe, white, blue leather, beautiful car.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154.

1929 Alfa-Romeo 1750 coupe, most attractive throughout; £195.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643.

BARTLETT.—Alfa-Romeo 2.3 8-cylinder supercharged Farina drop head coupe, records substantiate total mileage of 16,000 since new, a unique opportunity to purchase one of the very low mileage cars of this type left in the world, £595; also 2.3 S/C 2-seater, £375, and 1,750cc models.—27a, Pembridge Villas, W.11.

Alfa-Romeo Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alfa-Romeo.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cobham 2848/9. [0124/R

ALLARD

1948 Allard drop head foursome coupe, racing green, heater, terrific performance; £350 of £125 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

SALES & WANTS

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MOTORISTS!

ACCOMMODATION—HOTELS, GUEST HOUSES, ETC. FOR BUSINESS OR PLEASURE

See page 129

ALLARD

ALLARD 1951 (September) P1 saloon, careful owner, well maintained; £450.—Basil Roy Ltd., 161, Gt. Portland St., W.1. Langham 7733. [9517

395 gns.—Allard, 1949 drop head coupe, steering column gear change, heater, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [C4018

Allard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

REQUIRED, really good Allard.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

RICHARDS & CARR, the best Allard buyers.—35, Kinnerton St., London, S.W.1. Sloane 5424.

PERFORMANCE CARS urgently require Allard.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

ALVIS

L. F. WARD, Ltd.

1939 Alvis Crested Eagle saloon, good mechanical condition; £195.

L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. 3347. [C4043

GATEHOUSE offer:—

1939 Alvis 12/70 saloon, immaculate condition; £345.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021

1937 Alvis Speed 25 saloon, very good condition; £220.—Box 7886. [8481

COACHCRAFT offer:—

£295 o.n. offer. 1939 Alvis 12/70 sports saloon, extremely well maintained car, property of local doctor, reconditioned by Alvis Motor Co., receipted bills available, oil consumption negligible, recellulosed and in excellent order throughout; 3 months' mechanical guarantee, terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

BROOKLANDS.—Alvis London distributors.

1954 Alvis 3-litre coupe, heater, 8,000 miles.

1953 Alvis 3-litre saloon, radio, heater.

1953 Alvis 3-litre Tickford coupe, radio, heater, small mileage.

GUARANTEE; deferred terms.

QUALITY, service, satisfaction; open 9 until 7.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

NORTHERN MOTORS OF HARROW offer:—

£265!!! Beautiful condition throughout, 1938/9 Alvis Silver Crest sports saloon, recent Burtonwood engine overhaul, this car must be seen for sheer value for money.

186—194, Pinner Rd., Harrow 4444. [C3025

1951 Alvis 3-litre saloon, black with red upholstery, immaculate; £875.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [9533

GORDON CARS (LONDON), Ltd.—1952 Alvis 3-litre saloon, immaculate condition; £950.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [C2023

1948 Alvis 14 sports saloon, finished in black, fitted heater, a most excellent car; £535.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2033

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

£295.—1939 Alvis 12/70 saloon.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965.

1951 (June) 3-litre saloon, radio, heater, screen washers, 25,000 miles; £850.—Johnson & Brown, Ringers Rd., Bromley. Ravensbourne 2322.

£575.—Alvis 1½-litre 1947 4-door sports saloon, heater, twin spot lights, really excellent body and cellulose; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube); exchanges, h.p. [C1017

1954 Alvis 3-litre saloon, one owner, 8,000 miles, as brand new; £1,550.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court. Mai. 6109. [C4053

ALVIS Speed 25 sports saloon, 1937, radio, loose covers, etc., first class throughout; £285; prefer exchange open car.—Box 8309. [C39

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

1952 (July) Alvis 3-litre saloon, finished in black with beige upholstery, fitted radio, one owner, mileage 19,000, excellent condition; £985.—SHEFFIELD Alvis Distributors

CENTRAL MOTORS (SHEFFIELD), Ltd., 22898 & 22625. [9344

1951 Alvis 3-litre saloon, black, red interior, heater in immaculate condition, one private owner; £885.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

575 gns.—Alvis 14, 1949 saloon, sliding head, leather, one owner, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018

Alvis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Alvis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6505. [W2040

H. A. SAUNDERS Ltd., Golders Green, require:—

ALVIS cars, all models, for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004

ALVIS 3-litre saloons or drop heads wanted.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. 558/9. [9314

PERFORMANCE CARS urgently require Alvis.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

GATEHOUSE MOTORS are buyers of Alvis cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [W2021

XXX H. P. Edwards offer immediate cash for good Alvis.—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams: Alviscar, Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams: Alvis, Coventry. [S0391/R

CHARLES FOLLETT Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266

SPARE PARTS

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8 [0591/R

KINGSTON-ON-THAMES. Alvis agents and specialists

W. WILKIN, Ltd., 1, Weston Park, and 84 Eden St., Kin. 2241-2. [S4053/R

MANCHESTER.—Alvis repairers and spares main agent.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2784-5 [0653/R

AMERICAN CARS

ATTENTION!!!

LARGE selection of post-war American cars in stock; see under individual classifications.—Simpson's Motors (Wembley), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

METCALFE & MUNDY, Ltd.

1954 Oldsmobile 88 saloon, brand new and unused.

1954 Chevrolet, r.h.d., hydramatic, 7,000 miles.

1953 Buick saloon.

1952 Studebaker Champion saloon, 9,000 miles

1951 Studebaker Commander convertible.

1950 Buick saloon Dynaflow.

FOR details see under classified headings.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471 [C3064

SIMPSON'S offer:

1950 Ford Customs, fitted with all extras and overdrive, moderate mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd., (American Car Specialists), 345, High Rd., Wembley. 8691/3903. [C4015

JOE THOMPSON (MOTORS), Ltd., offer a selection of late model American cars.—91-95, Fulham Rd., South Kensington. Tel. Kensington 4858. [C4028

RHD Nov., 52, show model Nash Ambassador, 14,000 miles, all extras, as new, must be seen and tried to be appreciated.—Peter, Gerrard 2504.

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars; enquiries invited.—13/14 Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588.

1949 model Lincoln Cosmopolitan 4-door sedan, push-button radio doors, heater, air conditioning, electric windows seat adjuster, overdrive, seat covers, floor carpets, Whitewall tyres, massive bumpers, winking indicators; beautiful car; £895.—Box 8185.

American Cars Wanted

ATTENTION!!!

SIMPSONS, The American Car Buyers, require all American cars.—Wembley 8691/3903. 345, High Rd., Wembley. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require American cars.—91-95, Fulham Rd., S.W.3. Kensington 4858.

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588.

ARMSTRONG SIDDELEY

CHARLES FOLLETT, Ltd., official Armstrong Siddeley retailers and repairers.

SHOWROOMS.—18, Berkeley St., W.1. Mayfair 6266.

SERVICE.—Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

ARMSTRONG SIDDELEY

WM. WELBECK MOTORS for the Sapphire:—

WE have in stock several very nearly new Sappphires which we have only used for show purposes and which we now offer at prices substantially under current list.

WELBECK MOTORS Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139 (6 lines). [C4049

P & J PASS & JOYCE, Ltd. (England's largest distributors), offer:—

1953 Armstrong Siddeley Sapphire, electric preselector, black, immaculate; £1,425; 1 week's free trial; guaranteed; deferred terms available.—184-188, Gt. Portland St., W.1. Museum 1001.

RUSSELL MOTORS offer:—

1948 Armstrong Siddeley Lancaster saloon, black/brown leather, excellent condition throughout; £375.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

H. W. MOTORS, Ltd., offer:—

1954 Armstrong Siddeley Sapphire, black/brown upholstery, fitted radio and heater, indistinguishable from new, 12,000 miles; a saving of £400 on list price; £1,575.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042

AUTOMOBILIA, Ltd., offer:—

1950 Armstrong Siddeley Hurricane convertible coupe, 18hp, grey/maroon, maroon leather, radio, heater, screenwashers, twin spotlamps, speedometer reading 17,000 miles, immaculate condition; £535.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304.

KNIGHTSBRIDGE MOTORS, Ltd., offer:—

1954 Armstrong Siddeley Sapphire, finished in grey with red leather, twin carburettor engine, electric gear box, 4,000 miles only, licensed December; £1,485.

I. Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. [C2063

1950 Lancaster saloon, black, red leather, exceptional condition; £565.—Read Car Co., Ltd., Brighton Rd., Sutton. Tel. Vig. 8978 and 8405 [C3048

1954 (June) Armstrong Siddeley Sapphire saloon, 5,000 miles, attractive price.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

495 gns.—Armstrong Siddeley, 1950 Hurricane drop head coupe, manual gear change, radio heater, carefully used; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£545!!!—Armstrong Siddeley Lancaster saloon, this vehicle is magnificent, speedometer reading 18,000 but frankly the vehicle looks as though its only done 5,000 miles and no one would believe its over 4 years old; 3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

ARMSTRONG SIDDELEY cars, all models, for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004

KIRKWOOD CARS buy pre-war Armstrong.—78, Streatham Hill, S.W.2. Tulse Hill 1288. [W2037

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. [0183/R

REQUIRED, really good post-war Armstrong Siddeley.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

7-SEATER 1951-52 private 18hp Limousines, also 25hp, reasonable mileage 1938/39 Limousines. Alpe & Saunders, Ltd., 2, Providence Court, North Audley Street. Mayfair 2941. [W1006

PASS AND JOYCE, Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-188, Gt. Portland St., W.1. Museum 1001. [0835/R

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd

ARMSTRONG SIDDELEY specialists: complete overhauls and engineering services; 48-hour exchange engine and gear box services; quick, guaranteed services by specialists; trade and retail.

PRESELECTOR gear boxes, exchanges, reconditioning 48 hrs.—Arcot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken 7301. [0644/R

BIRMINGHAM joint distributors; spare parts from 1932.—Frank Moseley (A. S. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [0548

FULL repair and overhaul service for Armstrong cars.—Harman, 24, Astwood Mews, S.W.7. Fremantle 7471. [0797/R

HENLYS Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216-7. [0602/R

PASS AND JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spare parts.—Works: The Hyde, Edgware Rd., Hendon, N.W.9 (Colindale 5431). [0670/R

ASTON MARTIN

BROOKLANDS: Aston Martin sole distributors.

1954 D.B.2-4 models available for show and demonstration.

1954 Aston Martin D.B.2-4 saloon, 4,800 miles.

BUY or sell with confidence: open 9 until 7.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

ASTON MARTIN

PERFORMANCE CARS offer from over 150 guaranteed cars large selection of pre-war Aston Martins.

ASTON MARTIN 2-litre coupe with dickey, 1939, choice of 2, red or black; £325 and £345.

ASTON MARTIN 2-litre tourer, 1938, £325; Aston Martin 1½ Le Mans short chassis, 1934, £245.

ASTON MARTIN 1½ Le Mans 2-seater, 1934, £225; Aston Martin 1½ International tourer, 1931, £155.

IMMEDIATE hire purchase, insurance and part exchanges; many others in stock.—See under "Sports Cars."

PERFORMANCE CARS, Great West Rd., Brentford, Middlesex. Ealing 8841. [C3041

ASTON MARTIN, February, 1954, DB2/4 saloon, one owner; offered at the attractive figure of £1,975.—A. F. N. Ltd., Falcon Works, London Rd., Isleworth Hounslow 0011. [C2015

BARTLETT.—Aston Martin 3-litre 170 mph DB 111/11 2-seater, full road equipment, complete history available, very low mileage.—27a, Pembridge Villas, W.11. Bay. 0523. [C1013

325 gns.—Aston Martin, 1938 15/98 2-litre short chassis drop head coupe, pastel blue, new hood, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3. [0197/R

ASTON MARTIN, 1954, DB.2.4 wanted, must be low mileage and genuine; £1,800 to £2,000 offered.—BM/YHHK, London, W.C.1, or Imp. 946, evenings.

Aston Martin Spares and Service

FRIARY MOTORS, Ltd., sole suppliers of spares, including reconditioned engines, for all Aston Martin cars produced up to 1940; specialised servicing facilities.—Old Windsor. Tel. Windsor 2002/3. [0198/R

AUSTIN SEVEN

1936 tourer, blue, accept £60.—140, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

£195!!!—Austin Big Seven de luxe saloon, carefully used, excellent grey cellulose, leather upholstery.—Below.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley N.12. Finchley 6221. (East Finchley Undergrcund.) [C2052

1939 Big-7, 4-door, sunroof saloon, very nice condition; £189.—Midland Motors, Hen. 8902. Col. 7542. [9435

£160.—Austin 7 Ruby saloon, 1937, exceptional condition; taxed, insured, extras, carefully used, owner.—Keys, 48, Gatliff Buildings, Ebury Bridge Rd., S.W.1, London. [9262

195 gns.—Austin Big 7, 1939 4-door saloon, sliding head, leather, good tyres, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

AUSTIN A30

CAR MART, Ltd.

LONDON distributors.

1954 Austin A30 2-door saloon £505.

1954 Austin A30 2-door saloon; £485.—Car Mart, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. [C1039

SLOCOMBES, Ltd.

AUSTIN A30, 1954, splendid order, heater; £515; terms, guarantee part exchanges, cars or motor cycles.—38-52, Dudden Hill Lane, near Dollis Hill Underground. Willesden 4869. [C4017

RUSSELL MOTORS offer:—

1954 Austin A30, 3,000 miles only; £495.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

H. BEART & Co., Ltd., offer:—

1953 (August) Austin A30 4-door saloon, with heater, genuine 7,000 miles; £495.—102, London Rd., Kingston-on-Thames. Kingston 3348.

PHILIP RICKARDS, Ltd., offer:—

1953 Austin A30 4-door saloon, beige, heater, 11,000 miles; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

GUY SALMON AUTOMOBILES, offer:—

1954 Austin A30 saloon, one owner, 4,000 miles, heater, unmarked condition; £510.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3.

H. A. SAUNDERS Ltd., Golders Green, offer:—

1954 Austin A30 new, unregistered:—

2-DOOR saloon, green, heater; £497/13/4

4-DOOR saloon, grey/red; £504/0/10.

4-DOOR saloon black/red, heater; £526

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines).

1953 Austin A30 4-door saloon, 11,000 miles only, immaculate, 3 months' guarantee; £465.

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1954 (July) Austin A30 4-door saloon, 1,000 miles, new condition, stored London; £530.—Tel. Bury St. Edmunds 170 [9456

1954 (Oct., '53) A30, 4,000 miles, innumerable extras; £520.—H. C. Paul, Ltd., 32, Bruton Place, Berkeley Square, W.1. Mayfair 0821/2. [C3040

J. DAVY, Ltd., selection of 1953/4 2/4-door saloons, heater, as new; from £499.—Western 9641. Knightsbridge 4211. [C1069

PRIDE & CLARKE, Ltd.—1953 Austin A30 4-door saloons black/red, grey/blue, 8,000 miles, heater, choice two from £479; 1952, green/beige, heater, £499; three months' guarantee, terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A30

1953 (Sept.) Austin A30 4-door saloon, black, 9,000 miles, one owner, taxed; £475.—Cogger & Hawkins, Ltd., Walton St., Aylesbury. Tel. 700. [9366

1953 (September) Austin A30 4-door saloon, grey/red, heater, excellent condition; £475.—Dobsons, Ltd. (Austin Agents), Staines 801. [C1074

Austin A30 Cars Wanted

C M THE CAR MART, Ltd., London distributors, wish to purchase Austin A30 cars.—Austin House, 297, Euston Rd., N.W.1. Euston 1212. [0925/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN A30 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHT

1946 Austin 8 saloon, reconditioned engine; unrepeatable value, £265!!.—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mai. 4723. [C1011

Austin Eight Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN 8 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004

PRIVATELY owned Austin 8.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN TEN

KNIGHTSBRIDGE MOTORS, Ltd., offer:—

1940 model Austin 10 sliding roof saloon, original black cellulose, one owner and 39,000 miles only, radio, in wonderful condition; £315.—1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. [C2063

1940 Austin 10; £265; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

£225.—Cambridge de luxe 1939, excellent condition, taxed.—Value Cars, Prospect 7520. [C4068

1934 model saloon, green; £40.—140, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

AUSTIN 10, 1937, perfect order; £175.—64, Ladbroke Grove, Kensington, W.11. Mon.-Sat., 10-12 a.m.—Parr, 3947. [9552

1947 Austin 10 saloon, magnificent, guaranteed; £280; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078

£259.—1939/40 Austin 10 de luxe, crocodile front, excellent condition.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

£265!!!—1940 Austin 10 4-door saloon de luxe, lift up front model like post-war series, smart modern looking car in black with leather interior, sound mechanically and well shod with usual Austin reliable performance, outstanding value.

CAMDEN MOTORS, Leighton Buzzard 2041; write for catalogue; open till 8 p.m. [C1035

Austin Ten Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN Ten cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004

GARDNER & Co. (HENDON) will buy your Austin 10.—Hendon 3359 and 8460. [W2074

GOOD Austin 10 wanted for cash.—Walter Scott, Ltd., 39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri. 5914. [W4006

1939 Austin 10 Cambridge saloon wanted.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [W3018

AUSTIN A40

CAR MART, Ltd.

LONDON distributors.

1954 Austin A40 Somerset saloon, sliding head; £705.

1954 Austin A40 Somerset saloon, heater; £655.

1954 Austin A40 Somerset coupe, heater; £725.—Car Mart, Ltd., 297, Euston Rd., London, N.W.1. Euston 1212. [C1039

NEWNHAMS, Ltd.

1952 Austin A40 Somerset saloon, grey, excellent condition; £565.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY. The Hire Purchase specialists.

1949 Austin A40 Countryman estate car, in really exceptional mechanical order, coachwork just repainted, excellent tyres, new battery; 429gns or £113 19 deposit.—Below.

HIRE Purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150yds.).

B. J. HUNTER, Ltd. offer:—

1954 Austin A40 saloon de luxe model, positively unmarked; £675.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

R. C. WIMBUSH, Ltd., offers:—

1951 Austin A40 G83 model, green, heater, sunroof, moderate mileage; £535.—312, Earls Court Rd., London, S.W.5. Fremantle 8401. [C4056

1953 (Sept.) A40 drop head, 5,000 miles only, as new, green, with fog lamp and wing mirrors; £645.—Tel. Pal. 1441 day, Lab. 2953 evening. [9245

AUSTIN A40

C.M.I. CAR SALES (Pri. 6623) offer:—

1954 Austin Somerset saloon, blue hide upholstery, sliding roof, heater, 8,000 miles, taxed year; £650.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

ENGINES-RECONDITIONED, Ltd., offer:—

1952 Austin A40 saloon, 35,000 miles only; £475.—333, Pinner Rd., Harrow, Middlesex. Tel. Harrow 5366. [C2070

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 Austin, the new Cambridge A40 and A50, and all show models; limited number of orders now acceptable from proven essential users; application form, brochures, easy terms upon request.

1949 A40 Devon saloon, black/red leather, well maintained, highly recommended; £374.

1954 (April) Austin A40 Somerset 4-door saloon, black, one owner, sliding head, brown hide seats, heater, radio, overriders, Bluemel plates, taxed December; cost £739/3/6; accept £640.

1953 (July) Austin Somerset drop head coupe, one owner, mileage 11,000, black/fawn hide, immaculate, highly recommended; £590.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines).

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1949 Austin A40, excellent condition throughout, one owner, taxed; £485.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009

1951 A40 saloon (G83), immaculate condition throughout; £475.

GORDON CARS (LONDON), Ltd., 26, North End Rd. (opposite Tube Station), N.W.11. Speedwell 2564. [9492

1954 Austin A40 Somerset saloon, one owner, 7,000; £650.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C5023

A40 1949 (June), one owner, finished in black, fitted sun roof, heater, loose covers; £445.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2033

1954 (March) A40 Somerset saloon, 2,300 miles only, heater, covers, one owner; £645.

GORDON CARS (LONDON), Ltd., 26, North End Rd. (opposite Tube Station), N.W.11. Speedwell 2564. [9493

1952 (July) Somerset, radio, heater, excellent condition throughout; £575.—Mayfair 0131.

1954 (July) Austin A40 Somerset, black, carefully run in, condition as new; highest offer.—4, Goring Rd., Worthing 7096. [9337

1952 A40 Somerset, 15,000 miles, heater, perfect; £575.—Sargeant & Collins, Bromley. Imperial 2242. [9471

1948 (November) A40 Dorset saloon, very attractive car in excellent condition throughout; £425.

1953 (August) Austin A40 Somerset coupe, sky blue, 11,000 miles, one owner, heater, practically as new; £645; terms and exchanges.—Northways Garage Swiss Cottage, N.W.3. Primrose 1127.

1953 Austin A40 Somerset saloon, de luxe model, heater, one owner, sun roof. £610.—Hale Motors, Ltd., Tot. 7771/4. [C2077

1951 Devon saloon, sliding roof, bottle green, brown hide, radio, heater, one owner, superb condition; £550.—Robbins, East Putney. Tel. 7881.

1954 Austin A40 Somerset saloon, black, leather, small mileage, one owner; £665.—Wimbush, Ltd., 35, Headfort Place, London, S.W.1. Sloane 0151.

1953 (late) A40 coupe, pale green, low mileage; £635.—Tolworth Motors, Ltd., The Broadway, Kingston By-Pass, Tolworth. Elmbridge 2254-5.

J. DAVY, Ltd.—Selection of 1954 A40 saloons and coupes, choice of colour, immaculate, low mileage models from £675.—Western 9641. Knightsbridge 4211.

1952 Austin A40 Somerset saloon, black, leather upholstery, heater, perfect car; £585.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9039 and 5306. [C4074

JACK ROSE, Ltd. offer 1953 A40 Somerset coupe, radio and heater, a beautiful car, almost unmarked; £595.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

1954 (May) Austin A40 drop head, green, mileage negligible, White Wall tyres, Ace Rimbellishers; £700.—Buntings Motor Exchange, Harrow. Tel. Harrow 6225. [9142

1953 model Somerset, in immaculate condition, £595; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

1949 Austin A40 4-door saloon, blue with blue upholstery, fitted heater, one owner, good condition, taxed year; £445.—L. F. Dove, Ltd., Guildford Rd., Woking 1282. [C1078

1950 Austin A40 Devon saloon, excellent condition; £495; exchanges, h.p. terms.—Mitchell Erskine, Ltd., 105 Queensway, Bayswater, W.2. Bay. 5929. [C2081

1951 A40 black, brown leather, heater, low mileage, a really immaculate example; £515.—Grays Cars (London), Ltd., 277, Green Lanes, London, N.13. Pal. 2365. [9541

1954 Austin A40 saloon, 5,000 miles; £650.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

1954 Austin A40 Somerset saloon, 12,000, green, extras include radio, heater, screen-washers, rad. blind, loose covers, immaculate; £675.—Brendon Motors (Somerset), Ltd., Bishops Lydeard, Somerset.

XXX 1954 (March) A40 saloon, fawn with red leather and sliding roof, an immaculate one owner car, written guarantee; £675; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

1954 (July 14) Somerset, black, brown leather, sunshine roof, overriders, taxed December, under 500 miles (sale through bereavement); £695 (definitely as new).—Browning, 7, St. Michael's Rd., Kingsteignton, Newton Abbot, Devon. [9278

565gns.—Austin A40, October, 1952, Somerset de luxe saloon, sliding head, leather, heater, small mileage, very carefully used; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C1018

AUSTIN A40

PRIDE & CLARKE, Ltd.—1954 Austin A40 Somerset saloon, blue/blue leather, 1,000 miles, heater, radio, covers, £679; 1952 grey/beige leather, low mileage, heater, covers, one owner, £569; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

£555!!!—1951 Austin A40 de luxe saloon, extras include leather, heater, sunshine roof, personally used and owned by our Director's wife, speedometer reads 17,000, spare wheel unused, whole car immaculate, 3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052

Austin A40 Cars Wanted

C M THE CAR MART, Ltd., London distributors, wish to purchase Austin A40 cars.—Stanhope House, 320, Euston Rd., N.W.1. Euston 1212. [0957/R

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN A40 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004

AUSTIN A40 buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2.

ALMOST new A40 required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

25 Austin A40s wanted; why accept less for your A40 saloon or Countryman when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. [W2008

AUSTIN TWELVE

£65 o.n.o.—Austin 12/6, 1933, good condition, two owners.—Elmbridge 8918 evenings. [9255

AUSTIN 12/4 1936, blue, engine 3,500, new tyres, seat covers, easy clean wheels, faultless, insured Feb., 1955; cash £150.—Box 8304. [9515

1946 Austin 12 de luxe saloon, black, privately owned, excellent condition; £385.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1946 (Oct.) 12hp saloon de luxe, black, blue hide, radio and heater; £365.—Robbins, East Putney. Tel. 7881. [C3010

Austin Twelve Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN SIXTEEN

HENDON CENTRAL GARAGE Ltd., offer:—

1948 Austin 16 saloon, new tyres, taxed, one owner; £390.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

MEBES & MEBES, Ltd. (Est. 1893) offer:—

1948 series Austin 16hp saloon, black, brown hide upholstery, rim embellishers, heater, moderate mileage, two owners, excellent; £435.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

1946 (November) Austin 16 saloon, black, leather, heater, good condition; £335.—Hounslow 2552.

1947 (regd. Dec., '46) Austin 16 saloon, very nice order, 100% mechanical condition, four new tyres, 3 months' guarantee; £325.

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1948 Austin 16, excellent condition; £425.—Jack Pozner (Autos), Ltd., 395, Hendon Way, N.W.4. Hendon 1423-4. [3068

A.Z. MOTORS offer 1947 Austin 16, engine just reconditioned; exceptional value, £340.—100, Palmerston Rd., N.W.6. Mai. 4723. [C1011

1948 Austin 16 saloon, faultless condition; £425.—G. W. Wilkin, Ltd., 1, Western Park, Kingston-on-Thames. Kin. 8104. [C4053

1948 Austin 16 saloon, heater, privately owned, very exceptional car; £385.—R. C. Morthake, 253, Kensal Rd., London, W.10. Arnold 4604/6452.

1946 Austin 16 saloon, black, brown leather, H.M.V. radio, exceptionally good condition; £345; terms and exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C5026

£195!!!—Austin 16hp Goodwood 5-seater saloon de luxe, 1938/9, a nice bright looking car, sound black finish, brown leather interior, above average mechanically and fitted excellent tyres, spotlamp, windscreen, heater, etc., would make ideal station taxi.

CAMDEN MOTORS, Leighton Buzzard 2041; write for catalogue, open till 8 p.m. [C1035

£435!!!—1949 series Austin 16 de luxe saloon, bodywork spotless, interior leather beautiful, whole vehicle looks and runs as though it has only done 10,000 miles, the finest we have had; three months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

LIMOUSINE Hirecars, 1951/52, forward occasionals, brown leather, nominal mileages, desirable condition, black, selection available, competitive prices, also 4-door Metropolitan taxis, selection from—£575.

1100 miles 1953 Hirecar Limousine, partition, forward occasionals, leather throughout, black, spotless condition. Alpe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006

Austin Sixteen Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN Sixteen cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HIRECAR 1949/51/53 Limousines urgently required, cash waiting. Alpe & Saunders, Ltd., 2 Providence Court, North Audley Street, Mayfair-2941. [W1006

AUSTIN A70 & A90

1952 (Oct.) Austin A70, one owner, green, heater, 18,000 miles, excellent.—Tickford, Ltd., Temple Bar 3338. [C4024

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A70 & A90

CAR MART, Ltd.

LONDON distributors.

1954 Austin A70 Hereford saloon, sliding head, heater; £795.

1953 Austin A70 Hereford saloon, sliding head, heater; £695.—Car Mart, Ltd., 37, Davies St., Grosvenor Sq., W.1. Mayfair 5011. [C1039

B. J. HUNTER, Ltd., offer:—

1950 Austin A90 coupe, really superior order; £525.

B. J. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Austin A70 saloon, radio, heater, taxed year; £525.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1952 (Aug.) Austin A70 saloon, one owner, grey/blue hide, heater, immaculate, well maintained; £560.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines).

HEARSES!!! £1,150. A selection from this price; attention address!!!

ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens. 'Phone Richmond 1161. [9533

J. DAVY, Ltd.—Selection of 1953/54 Hereford sun saloons from £675.—Western 9641 and Knightsbridge 4211. [C1069

1953 Austin Hereford saloon, sun roof, many extras, low mileage.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

JACK ROSE, Ltd., offer:—1953 Austin A70 saloon, low mileage, one owner; £675.—High St., Banstead, Surrey. Burgh Heath 2376. [C3058/1

1950 (Nov.) Austin A70 saloon, one owner, sun roof, radio, heater, moderate mileage, faultless condition throughout, 3 months' guarantee; £495.

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1953 54 Hereford saloon, warranted 5,000 miles only, heater; £695; written guarantee; h.p., exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052/53/54, any time.

1951 Austin A70 Hereford saloon, carefully maintained; £535.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 8104. [C4053

1952 Austin A70 convertible, black, green interior, 13,000 miles only; £665.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085.

1953 Austin A70 sun saloon, one owner, loose covers, as new; 6 months' guarantee, taxed; £695.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court. Mal. 6109. [C4053/1

1950 A90 convertible, finished in signal red with beige leather interior, an immaculate motor car in superb mechanical condition; terms and exchanges; £485.

STARNES MOTORS, 103, The Broadway, Cricklewood, N.W.2. Gladstone 2480 and 0298. [9546

JACK ROSE, Ltd., offer: 1952 A70 saloon, 19,000 miles, almost brand new, £635; also 1950 series, open to any examination, £450.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

AUSTIN Atlantic 2½-litre hard-top saloon, first regd. Oct., 1951; grey with grey leather upholstery; 18,000 miles; fitted with heater and built-in fog lamps; this is a quality-tested vehicle and carries a 3 months guarantee; £525.—Seen at Adams & Gibbon, Ltd., St. Thomas Street Showrooms, Newcastle. Tel. 28281.

A. Z. MOTORS offer 1953 model Hereford, fitted loose covers, heater, one owner, fully guaranteed; £595!! also 1952 Atlantic A90 sports saloon, fitted radio, heater, loose covers, screen washers etc., black with red, most attractive vehicle; original cost £1,400, offered at bargain figure, £595!!.—100, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1952 (July) A90 saloon, black, red leather, 25,000 miles, heater, telecontrol shock absorbers, lifeguards all round, remote control radiator shutters, screen washers, log and reversing lamps, special long range head lamps, enthusiast owned, super condition, 100mph, 25mpg; £615.—Irving, Hillside, Rough Close, Stoke-on-Trent.—Telephone Office Hours Longton Staffs 39544, after 6.30 p.m. Blythe Bridge 3325. [9227

1950 Austin Atlantic, power hood and windows, this is the late property of a well-known rally driver and is fitted with extras as follows: loose covers, heater, radio, twin Flamethrowers, two other well-placed spot lights, special winking light indicators, continenta' braking lights, reversing light badge bar, towing bar, special map light, passenger hand rails, twin spares, state of battery indicator, and heavy-duty battery, the bodywork is in blue with a maroon plastic hood whilst mechanically the car is good, having covered an indicated 32,000 miles. Michelin snow tyres are fitted and the car is offered at £465 or £125 deposit.—Portland Sports Autos, Meadowhead Garage, 186 Meadowhead, Sheffield, 8. Tel. 45212.

Austin A70 and A90 Cars Wanted

CMT

THE CAR MART, Ltd., London distributors, wish to purchase Austin A70 and A90 cars.—16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [0353/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN A70, Austin A90 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004

ALMOST new A70 required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHTEEN

DICKS.

1937 Austin 18 7-passenger saloon, carefully used; £19.

DICKS CAR SALES, Ltd., 385/401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

7-PASSENGER 1938 black Windsor saloon, leather throughout, certified mechanically, excellent order, reasonable cost. Alpe & Saunders, Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006

AUSTIN EIGHTEEN

CAMDEN MOTORS, the Limousine Specialists, see special advert on page 93 this issue. [C1035

Austin Eighteen Cars Wanted

PRIVATE buyer wants limousine, good condition; no dealers; letters.—Martin, 92, Chewton Rd., E.17.

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

1938/39 private 7-seater Limousines, also Windsor Saloons, urgently required, cash waiting. Alpe & Saunders, Ltd., Providence Court, North Audley Street. Mayfair-2941. [W1006

Austin Twenty Cars Wanted

1937/38 Limousines wanted, good condition essential, cash waiting. Alpe & Saunders, Ltd., 2, Providence Court, North Audley Street. Mayfair-2941. [W1006

AUSTIN A125 & A135

CAR MART, Ltd.

LONDON distributors.

1950 Austin A135 Princess saloon, sliding head, radio, heater; £875.—Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039

B. J. HUNTER, Ltd., offer:—

1949 Austin Sheerline saloon, fitted radio, heater, etc.; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

CHARLES FOLLETT, Ltd., offer:—

1952 Austin Sheerline saloon, metallic blue, one owner, radio, heater, guaranteed; £775.

SHOWROOMS.—18, Berkeley St., W.1. Mayfair 6266.

SERVICE.—Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

GUY SALMON AUTOMOBILES offer:—

1951 Austin Sheerline saloon, black, one very careful owner, 28,000 miles only; £715.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3.

HEARSES!!! £1,150. A selection from this price; attention address!!!

ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens. 'Phone Richmond 1161. [8255

1953 (August) Sheerline, one owner, radio, heater, immaculate; £950.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4006

1951 Sheerline saloon, guaranteed; £630; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1949 (July) Sheerline, black, full equipment; £595; written guarantee; h.p., exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052/53/54, any time.

1954 (July) Austin Sheerline, 385 miles; only £1,495.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

G & M ALFREDS (1936), Ltd.—1953 Austin Princess saloon, radio, heater, low mileage, superb order throughout.—6-7, Warren St., W.1. Euston 3268.

AUSTIN Sheerline, black, 1952 model, one owner, low mileage, radio, heater superb condition; £710.—B. & H. Motors, 1464-8, High Rd., Whetstone (Finchley), N.20. Hillside 6671. [C1020

JACK ROSE, Ltd., offer:—1949 Sheerline saloon, clean inside and out, open to any examination; £535.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

ARCHIE SIMONS & Co., Ltd.—1953 Austin Princess saloon, colour black, brown leather upholstery, low mileage, immaculate throughout; £1,325.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

£845!!!—Austin Princess saloon, late property well-known actor, in specimen and spotless condition, speedometer reads 12,000 but no one looking at this vehicle could possibly believe its just over 3 years old, its beautiful and looks like a new £2,000 motor car; 3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

UNUSUAL attraction; Austin A125 chassis, fitted with specially coachbuilt 8-seater shooting brake body, finished in silver grey metallic cellulose and natural wood; this vehicle was first registered in February, 1952, after being built regardless of cost, chauffeur maintained since new, it is in magnificent general and mechanical condition; special fitments include the latest type Ekco radio, two fog lights, two roof racks, five nearly new heavy duty tyres, two ash trays, heater, fan, cocktail cabinet, picnic tables, Bedford cord loose covers to all seats, arm rests, etc., probably the only vehicle of its kind and class in the country, now offered at £1,595; part exchange and deferred terms arranged.—H. F. Edwards, 28-32, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001

LIMOUSINE, 1952, long wheelbase, partition, forward occasionals, privately owned, excellent order, black, competitive price.

1954 Princess, partitioned limousine, extra wide occasionals, black, lavish equipment, genuine mileage 7,000; £2,175.—Alpe & Saunders, Ltd., Providence Court, North Audley Street. Mayfair-2941.

Austin A125 and A135 Cars Wanted

CMT

THE CAR MART, Ltd., London distributors, wish to purchase Austin A125 and A135 cars.—Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [0352/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN A125, Austin A135 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004

TOP prices paid for Sheerline limousines.—Woodall Nicholson, Ltd., Well Lane, Halifax. Tel. 4231.

REQUIRED, really good Austin Sheerline or Princess.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W200

7-SEATER 1951/2/3 Sheerline partitioned Limousine required, cash waiting. Alpe & Saunders Ltd., 2 Providence Court, North Audley St. Mayfair-2941.

Austin Miscellaneous Cars Wanted

CHAIN OF EALING require used Austins, Sheerline.—Perivale 4404. [W1045

Austin Miscellaneous Cars Wanted

MARSTON MOTOR Co., for your Austin.—Tel. Sta. 2000, Seven Sisters Rd., Tottenham, N.15. [0598/R

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 233. [0541/R

XXX H. F. Edwards offer immediate cash for good Austins.—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

Austin Spares and Service

AFOR Austin Wimbledon for everything Austin, spares pre-war and post-war; exchange units from stock; Saturdays till 6 p.m.; night spares service available.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414/R

NORMAND Ltd.

MODERN equipment handled by a skilled staff ensures good service.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0226

THE CAR MART, Ltd.

LONDON distributors; spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. (Hendon 6500), and at 16, Uxbridge Rd., Ealing, W.9. (Ealing 6600), and 382, Streatham High Rd., S.W.16 (Streatham 0054). [0160/R

C. G. NORMAN and Co.

AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271/R

AUSTIN, the main agents for spares service and repairs.

TEL. Lanchester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-4. [0916/R

AUSTIN genuine spares and specialist service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St., W.1. Tel. Mus. 1932. [0500/R

FAIRLEY'S (Reg. Phillips) are first choice for all Austin spares, '32-'49 by return post.—John St., Sheffield. 22876. [4935

AUSTIN spares, any year, any part; largest stockists in U.K.; exchange units.—Try Northwood's first.—44-47, Newington Causeway, S.E.1. Hop. 2832/2820. [0729/R

AUSTIN 7 spares.—Largest stockists, lowest prices; exchange units, crankshafts, blocks, dynamos, etc., s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0488/R

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel. Feltham 4274/5. [0399/R

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184/R

AUSTIN-HEALEY

DUNCAN HAMILTON & Co. offer:—

1954 model Austin-Healey, 4,000 miles, red with heater, overdrive, etc., immaculate; £895.—33, High Rd., Byfleet, Surrey. Byfleet 3101 day and night. [C1091

GUY SALMON AUTOMOBILES, offer:—

1955 Austin-Healey 100, works mileage, available for immediate delivery.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

BROOKLANDS: Austin-Healey stocking agents.

1954 Austin-Healey 100 2-seater, small mileage.

BUY or sell with confidence; open 9 until 7

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 (May) Austin-Healey, blue, 1,700 miles, overdrive, heater, quite as new, recommended without reserve; £940.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines).

ACRES offer 1954 Austin-Healey, 6,000 miles only, as new; £925.

ACRES AUTOS, 10 and 11, Ascot Parade, S.W.4. Tel. Macaulay 2211-2. [C1002

PERFORMANCE CARS.—1954 low mileage example.—See under "Sports Cars." [C3044

1954 (May) Austin-Healey, black, 2,700 miles, overdrive, heater, taxed, as new; £925.—Enright Bros., Rotherham 2603. [9229

BARTLETT.—Austin-Healey 1954 125mph special drop head by Tickford, full Le Mans specification, many extras, 3,000 miles.—27a, Pembridge Villas, W.11. Bay 0523. [C1013

G & M ALFREDS (1936), Ltd.—1953 (October) Austin-Healey sports 2-seater, heater, overdrive, 1954 improvements, 3,000 miles only; £935.—6-7, Warren St., W.1. Euston 3268. [C1005

ROSE & YOUNG, Ltd., offer 1954 Austin-Healey 100, fitted radio, 1,000 miles only as new, red; £945.—65-69, Sternhold Avenue, Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464.

Austin-Healey Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN-HEALEY cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004

AUSTIN-HEALEY 1954, nominal mileage, preferably red, private buyer; no fantastic prices please.—Hulme, 4-5, Northwood Hall, N.6. [9491

Austin-Healey Spares and Service

FOR specialised Austin-Healey service bring your car to the Donald Healey Motor Co., Ltd., Le Mans tuning kits and high-compression pistons available.—Address: Donald Healey Motor Co, Ltd., Warwick.

AUTOVIA

£325!!!—1939 Autovia de luxe saloon, costing over £1,000 when new, beautiful vehicle, carefully maintained; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4¼-litre and New 4½-litre)

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., May. 7444 (open until 7 p.m.) [C1082

JACK OLDING & Co. (MOTORS), Ltd., official Bentley and Rolls-Royce retailers offer from their selection of used Bentley cars:—

1953 4½-litre standard saloon with automatic gearbox, velvet green with grey leather, one owner, 7,000 miles; £4,250.

1953 4½-litre standard saloon, large boot, dual green with grey leather, one owner, upholstery covers, 24,000 miles; £3,650.

1953 4½-litre standard saloon, large boot, metallic pale fawn and black with beige leather, one owner, 23,500 miles, £3,650.

1953 4½-litre standard saloon, large boot, Tudor grey with grey leather, one owner, 42,600 miles; £3,150.

1952 4½-litre standard saloon, Tudor grey with grey hide, 22,000 miles; £3,250.

1951 4½-litre standard saloon, black with beige leather, 27,600 miles, one owner; £2,550.

1950 4¼-litre H. J. Mulliner saloon, black with brown leather, one owner; £2,475.

1949 4¼-litre 2-door Countryman saloon, grey; £2,550.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C3030

RIPPON

RIPPON

RIPPON BROS., Ltd.

THE Northern Bentley and Rolls-Royce specialists always have a good selection of used Bentley and Rolls-Royce cars in stock.

WRITE, call or telephone.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines); also at:

LEEDS, Bradford, Sheffield. [0906/R

H. R. OWEN, Ltd.

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1953 standard steel saloon with automatic transmission, duo-green with grey hide; £4,350.

1952 Hooper wide body sports saloon, large bore, black with beige hide; £5,250.

1952 standard steel saloon, large boot, black with tan hide; £3,500.

1952 standard steel saloon, large bore, small boot, black with maroon hide; £2,950.

1950 standard steel saloon, black and pale primrose with beige hide; £2,450.

1949 Countryman utility by Harold Radford, grey and natural wood exterior with grey hide; £2,450.

1948 standard steel saloon, pale green with brown hide; £1,775.

WE are interested in the purchase of Bentley cars and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C3032

P.B., Ltd., offer:—

1947 standard steel saloon, grey, grey leather, reconditioned engine fitted recently.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477-7478. [C3033

SWANMORE GARAGE, Ltd.

(J. W. MEDLEY, A.M.Inst.B.E.), offer:—

1950 Bentley Mk VI by Hooper, complete Bentley engine overhaul; £2,495.

1950 Bentley Mk VI steel, dual black and silver, Bentley engine overhaul; £2,185.

1948 Bentley Mk VI drop head 4/5-seater by Park Ward; £2,385.

1935 Bentley 3½-litre Park Ward saloon, radio, etc.; £545.

EXCHANGES a pleasure; distances quite immaterial.—Tel. Southbourne 43344.

SWANMORE GARAGE, Ltd., 1176, Christchurch Rd., Boscombe, East Bournemouth. [C4024

AUTOMOBILIA, Ltd., offer:—

1936 3½-litre Bentley 4-door de luxe sunshine saloon by Park Ward, black, green leather, discs, fog lamp, excellent condition; £575.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304 [C1089

EVANS & O'MALLEY offer:—

1936 Bentley 4¼-litre saloon by H. J. Mulliner, finished in grey and black, fitted 2 spare wheels, sun roof and heater, in exceptional condition throughout; £695.—Lowndes Sq., Knightsbridge, S.W.1. Sloane 1353-1709. [9469

MANN EGERTON & Co., Ltd.

1951 Bentley steel saloon, midnight blue, beige leather, 26,000 miles; £2,650.

1950 Bentley H. J. Mulliner saloon, grey with dark green leather upholstery, 44,000 miles; £2,650.

MANN EGERTON & Co., Ltd.

14, Berkeley St., W.1. Hyde Park 2073. [C2006

TAYLOR & CRAWLEY offer:—

1952 Bentley Mark VI P.S.C. saloon, 29,000 miles, in really magnificent condition; £2,775.

1950 Bentley Mark VI P.S.C. saloon, 42,000 miles, reconditioned engine 32,000 miles, dual colour scheme, really lovely condition; £2,095.

1949 Bentley Mark VI P.S.C. saloon, most carefully maintained by main distributors, grey with blue leather; £1,795.

42A, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881 [C4036

BENTLEY (3½, 4¼-litre and New 4½-litre)

MAIDSTONE ENGINEERING Co.

1934 (September registration) Bentley 3½-litre Park Ward sportsman's saloon; this is a really most beautiful specimen, the bodywork was completely checked over by Bentleys and the car modified to 1939 standards with the spare wheel fitted to the near-side wing and fitted with the Bentley disc; this car was returned to Bentley Motors and given a complete overhaul, including engine, chassis, brakes, shock absorbers, road springs, silence, system, lubrication system, all-electrical fittings, gear box and transmission at a cost of £753 in 1949; the car is most beautifully finished in black with fawn leather interior and carpets to match all of which are in really beautiful condition, all tyres are equal to new, including the spare, taxed for the year; a genuine specimen; £525; terms, exchanges; choice of 6 more Bentleys.

CROSS St., Pendleton, Salford, 6, Manchester, Pen. 3457. [C3000

MASCOT MOTORS, Ltd., offer:—

1935 3½-litre Hooper foursome drop head coupe; £595.

1935 3½-litre Mann Egerton sports saloon, major overhaul just completed; £625.

237—243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. [C3007

CREST OF BOURNEMOUTH offer:—

1948 Bentley Mk. VI by Freestone & Webb, one titled owner, works maintained; £2,350.

1939 Bentley 4¼, overdrive, 2-door saloon by James Young, radio and heater; £1,175.

1937 Bentley 4-door sports saloon by Hooper, extremely good condition, fawn and black, black hide upholstery; £835.

1934 Bentley Park Ward saloon, radio and heater; £485.

STAGSDEN Garage, 14, Westcliff Rd., Bournemouth 7160. [C4080

CLAYTON'S CARS (LONDON), Ltd.

1952 Bentley Mark VI (big bore), registered November, 1951, finished in grey, one owner, 57,000 miles; £2,450.

1947 Bentley Mark VI, black with grey leather, 70,000 miles; £1,475.

1937 Bentley 4½-litre sports saloon, Thrupp & Maberly, exceptionally pretty car, bills for £400 available; £825.

17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

CHIPSTEAD MOTORS, Ltd., offer:—

!!! 1935 model Bentley sports saloon, black, brown *** leather, immaculate, bargain; £545.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

1924 Bentley 3-litre 4-seater; £140.

1936 Bentley 4¼ sports saloon, exceptional condition, with radio and heater, taxed; £675.—Garage Service Co., Ltd., 1015, Finchley Rd., Golders Green, N.W.11. Speedwell 7008. [C2019

GUY SALMON AUTOMOBILES offer:—

1936 (October) Bentley 4¼-litre Park Ward 4-door all-steel saloon, this car is in good mechanical condition and the body is fair; it is offered at the very attractive price as it stands of £550.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

SANDERSON & HOLMES, Ltd., Derby.

THE official Rolls-Royce and Bentley retailers and repairers for S. Derbyshire, Leicestershire, Rutland and Burton-on-Trent. Derby 47471-6. [C4073

S. P. BROUGHTON of Cheltenham offer:—

1953 (Nov.) standard steel saloon with automatic gearbox, black with brown leather, 7,000 miles; £4,150.

1952 (July) standard steel saloon, dual grey with brown leather; 45,000 miles; £2,600.

1936 Park Ward saloon, black with green leather, fitted with 1939 engine installed by Messrs. Bentley's in 1951; low mileage since; £750.

S. P. BROUGHTON & Co., Ltd., Grove Garage, High St., Cheltenham. Tel. 2283. [9210

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1935 Bentley 3½-litre sports saloon; £500.

COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's Garage, Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. [C1057

1937 Bentley 4¼ Park Ward saloon; £555.—Leatherhead 2271. [C3029

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1948 Bentley standard steel saloon, finished blue, blue leather, fitted radio, heater, excellent condition throughout; £1,650. [C1001

ACRES offer 1934 Bentley 3½-litre sports saloon, excellent throughout; £450.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, S.W.4. Tel. Macaulay 2211-2. [C1002

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers; special offer:—

1949 Bentley Mark VI Standard Steel saloon, black, two owners, 59,000 miles only, this car has been maintained regardless of cost and is in excellent condition throughout; £1,795.

PART exchange and hire purchase arranged.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1952 Bentley standard steel saloon, finished velvet green, 30,000 miles, indistinguishable from new; £2,850. Below.

1951 Bentley standard steel saloon, 46,000 miles, exceptional condition; £2,350.—H. C. Paul, Ltd., 32, Bruton Place, Berkeley Square, W.1. Mayfair 0821/2. [C3040

1935 Bentley 3½ saloon, works reconditioned, only wants seeing; £585 or nearest offer, or exchange open sports car.—Uxbridge 2062. [8659

£435.—3½-litre 1934 Mulliner sportsman's saloon, fastidiously maintained; £90 deposit! Exchanges.—Searle, 45, Park Rd., Hampton Hill, Middx. Molesey 4614. [C4069

BENTLEY (3½, 4¼-litre and New 4½-litre)

£695.—Bentley 3½-litre Thrupp & Maberly 4-door 4-light saloon, 1935 model, specialist maintained, recent overhaul; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

1948 (July) Bentley 4¼ standard saloon, 2 colours, usual extras; £1,750.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1953 (Oct.) Bentley 4½ sports saloon by Bentley Motors, Ltd., with automatic gearbox, black and grey/blue leather, mileage 3,800.

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth. Tel. 1272. Officially appointed Bentley Retailers and Repairers. Reliable used cars in stock.

1936 3½-litre Bentley Park Ward saloon, sliding roof, black with maroon hide upholstery, excellent condition throughout; £625.—Barnet 6663.

1937 Bentley 4¼-litre Thrupp & Maberley saloon, carefully maintained; £695.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8.

1951 Bentley standard saloon, green, one owner, just returned from Bentley overhaul, H.M.V. radio, as new; £3,000.—Tickford, Ltd., Temple Bar 3338. [C4029

£750—4¼-litre sports saloon, over £500 spent with makers, full service history, photo; exchanges.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022

1948 Bentley Mark VI James Young 2-door saloon, olive green, one owner, 29,700 miles only, perfect condition throughout; price £2,500 delivered Liverpool.—Tel. Douglas 2189. [9447

1953 (Oct.) Bentley standard saloon, large boot, two shades of grey with grey hide upholstery, one owner, mileage 8,000, new Fort Dunlop tyres just fitted, the whole car in new condition; £3,675.

1949 Bentley standard saloon, finished black and grey, mileage 45,000, regularly serviced by us and modifications carried out, engine has just been dismantled and new pistons fitted, an exceptionally fine car both mechanically and externally; £1,985.

CASTLE'S, Church Gate, Leicester. Tel. 65251. [9301

1935 Bentley saloon 3½-litre, body by Park Ward, colour black, 4 new tyres, taxed, whole car in very good condition; £550 cash or would accept small post-war car in part payment.—Western 1309.

£525—1936 (May) Bentley 4¼ 4-door Park Ward sports saloon, black and cream, radio, heater, Tygan covers, enclosed space at rear.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. Tel. 1924 Cheetham Hill. [9335

1952 (Nov.) Bentley Mk VI R-type steel saloon, 18,000 miles only; a most beautiful car, and absolutely unmarked, black with red hide upholstery, radio, etc; £3,450.—Loxhams Garages, Ltd., Fishergate Showrooms, Preston. Tel. 4242. [C3064

1954 (March) Bentley steel sports saloon, automatic gearbox, 4,200 miles, black pearl and shell grey, grey hide, loose covers, indistinguishable from new; £4,300.—Organs of Oxford, Rolls and Bentley Special Retailers, Banbury Rd., Oxford. Tel. 59613-4. [9247

895 gns.—Bentley, September 1939 4¼-litre Park Ward 4-door sports saloon, sliding head, leather, overdrive, radio, screen washers, Ace discs, carefully used; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

XXX—1950 (July) Bentley Mark VI standard steel saloon, an outstanding and immaculate one-owner car, black and chromium with fawn leather, heater, radio, sliding roof, service history available, must be seen to be appreciated; £2,275; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

29000 miles only, 1948 Bentley Mark VI standard steel saloon, this car is equal to any 1952 model, and is undoubtedly the lowest mileage Bentley of its year offered for sale, full history, black, maroon leather, radio, heater, windscreen washers, a specimen car; £2,095.—Noel Roscoe, High Rd., Byfleet, Surrey. Tel. 270. [9163

1953 Bentley Mark VI saloon, first registered in April, 1953, 2 shades grey, radio, heater and many other extras, special red hide upholstery trimmed with blue binding, arm-rest between front seats, fitted with bonnet locks and unpuncturable tubes, 14,000 miles only, spare wheel not used, large boot; vehicle must be seen to be appreciated; price £3,650.

CAR EXCHANGE (CARDIFF), Ltd., Leckwith Rd., Canton, Cardiff. Tel. Cardiff 31511-2. [8860

1934 Bentley 3½-litre sportsman's 4-door saloon, this Bentley is well above average, finished exceedingly attractive light and dark green, with green leather, fitted radio, heater, screen washers, twin spot lights, and reflectors, mechanically superb, with a fine chassis, nearly new tyres, last enthusiastic owner was member of Bentley Drivers' Club, taxed year; first-class example at £470.

GORDON WHITE Co., Ltd., Gerrards Cross 2077. [9536

BENTLEY (PRE 1931)

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

Bentley Cars Wanted

CM

THE CAR MART, Ltd., Official Retailers, wish to purchase Bentley cars.—Stanhope House, 320, Euston Rd., N.W.1. Euston 1212. [0958/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

BENTLEY cars all models, for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004

BENTLEY buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2

BENTLEY, 1949/52, Mk. VI saloons wanted.—Arnold G. Wilson, Ltd., Regent St., Leeds, 2. Tel. Leeds 34681. [8892

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233. [0540/R

WE will buy or part exchange your Bentley for a new one.—Loxham's Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [W2068

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bentley Cars Wanted

JACK OLDING & Co. (MOTORS), Ltd., official retailers, purchase good used Bentley cars.—Audley House, North Audley St., W.1. Mayfair 5242. [C3030

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4½-litre Bentley.—71, Broad St. Midland 2437. [0357/R

PRIVATE buyer requires 3½-litre Bentley saloon, 1936, excellent condition essential; viewed Midlands or Southern England.—Box 8300. [9511

XXX H. F. Edwards offer immediate cash for good Bentleys.—28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [0062/R

TAYLOR & CRAWLEY will buy low-mileage, pre-war and Mark VI Bentleys at attractive cash prices.—42a, South Audley St (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036

1949 50 Mark VI low mileage standard steel saloon.—The Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [W1012

BENTLEY saloon wanted; we are buyers for one of our best customers who is willing to pay well for a really smart, low mileage car; send details at once.—Princess Motors, Athenæum Place, Plymouth. [9319

Bentley Spares and Service

JACK OLDING & Co. (MOTORS), Ltd., official Bentley service, overhauls and renovations.—84-90, Holland Park Ave., Kensington. Park 5077.

SERVICE reception in Mayfair, 18, Providence Court, North Audley St., Mayfair 5242. [C3030

JACK BARCLAY (SERVICE), Ltd.

LARGEST official repairers Bentley cars. Servicing or overhaul work, coachwork renovations and accident work; large stocks of spares.—Danvers St., Chelsea, S.W.3. Off Chelsea Embankment, near Battersea Bridge. Flaxman 2223. [S1082/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593/R

ALL spares and replacements for pre-war Rolls-Bentleys; full repair service at most favourable prices.—Comptons, 69, Westow St., Crystal Palace. Tel. Livingstone 3362 [0490/R

B.M.W.

B.M.W. Type 55, 2-seater, completely rebuilt, re-sprayed; first £250 secures.—Graham Kirk, Heathside Rd., Norwich 33141. [9364

1939 B.M.W. model 328 sports 2-seater, reconditioned engine, new condition, Hirth gear box, competition back axle, 110 m.p.h.; £495.

GROSVENOR MOTORS (MANCHESTER), Ltd., 185, Oxford Rd., Manchester, 13. Tel. Ardwick 2950.

BOND MINICAR

£150—1951 Bond Minicar de luxe, grey, excellent condition.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C2049

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

PRIDE & CLARK, Ltd., Bond Minicar buyers, h.p. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [W3068/R

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY OF KILBURN. [0827/R

BRISTOL

L. F. WARD, Ltd.

1950 400 Bristol saloon, excellent condition, radio and heater.

L. F. WARD, Ltd., Grange Road Garage, Grange Rd., Thornton Heath. Tel. 3347. [C4043

BROOKLANDS.—Individuality new and used cars.

1951 Bristol 401 saloon, radio, heater.

1950 Bristol 401 saloon, radio, heater.

BUY or sell with confidence; open 9 until 7.

103 New Bond St. London, W.1. Mayfair 8351-6. [C1029

1950 Bristol 401 saloon, one owner, fitted all extras, new condition throughout; £1,225.

GROSVENOR MOTORS (MANCHESTER), Ltd., 185, Oxford Rd., Manchester, 13. Tel. Ardwick 2950.

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0618/R

BRISTOL Type 400 2-litre sports saloon, one owner, genuine mileage 29,000; any trial or examination: £975.

THE CENTRAL GARAGE FOUR OAKS, Ltd., Sutton Coldfield, Warwickshire. Tel business hours Four Oaks 375, after business hours Sut 1705 [8887

1948 Bristol 400, grey and black, 8,000 miles since overhaul, heater and radio; £850; Manchester area.—Tra. 0332. [9441

BRISTOL 1951 401, black, beige leather, radio, heater, one owner; £1,425; terms and exchanges.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. 558-9.

1950 (Regd. Aug.) Bristol type 401, colour heather, radio, heater, 403 type rear suspension, manual radiator blind, many other extras; perfect condition; £1,500.—Langer, Bellhurst House, Hurst Green, Sussex. [9256

J. DAVY, Ltd.—401, unused since passed by Bristol's (Car Division), recellulosed and whole car in new condition, new Dunlop road-speed tyres, over £200 spent, including clutch and brake conversion, to 403 specifications, Ekco radio.—Western 9641 and Knightsbridge 4211. [C1069

1950 model Bristol 401, first registered (Nov.) 1949, grey, pigskin upholstery, fitted heater, radio and loose covers, reconditioned engine fitted within the last 4,000 miles, specimen condition throughout; £1,350.—H. A Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

BRISTOL

BRISTOL.—If you're seeking a Bristol 2-litre saloon, used or new, you cannot afford to ignore the Bristol distributors; demonstration 403 available any time; distance no object; part exchanges and confidential terms with pleasure; catalogue by return post.—Charles Cruickshank Motors, The "Bristol" Centre of Bristol. Tel. 25280. [0474/R

Bristol Cars Wanted

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Bristol.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303. [W2040

401 saloon or DHC wanted, privately.—Price and details to Beenstock, Vernon Rd., Salford, 7.

BRISTOL 400 or 401 required, good price paid.—Ross Motors, Regent St., Hinckley, Leics. Tel. 558-9. [7958

K.D.M. & CHERRINGTON, Ltd., will buy good second-hand Bristols.—9, Albemarle Street, W.1. Gros. 5551. [W2054/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

BROUGH SUPERIOR

1937 Brough Superior 21hp 4-door sports saloon, very rare model of this car in exceptional condition, black with hide interior, fitted P100 head lamps, many extras; £165 or £65 deposit, balance 12 months; exchanges, insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106.

1938 3½-litre Brough Superior d/h. coupe, immaculate black and chrome, new grey plastic hood, exceptional mechanical condition and everything working as it should, vivid performance at 20 m.p.g., taxed and in daily use by discriminating engineer in South London; £275; H.P. available.—Tel. Vig. 0239.

B.S.A.

£135.—1938 B.S.A. Scout tourer, mechanically and body good throughout.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C2049

B.S.A. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for B.S.A.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model); spares, comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144/R

BUGATTI

TYPE 571. £550 terms and exchanges.—Oscar Moore, 204, Ballards Lane, Finchley 2920. [8628

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1331. [0071/R

BUICK

SIMPSON'S offer:—

1953 Buick Dynaflow, duo-green, completely equipped, all extras.

1953 Buick Fireball, V.8 engine, radio, heater, fully equipped, very low mileage.

1951 Buick Riviera coupe, Dynaflow drive, radio and heater, completely equipped all extras; choice of 2, one black/white top, other maroon.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903.

METCALFE & MUNDY, Ltd.

1953 Buick saloon, 9,000 miles every conceivable extra, car literally in new condition in every way.

1950 Buick Super 51 saloon, 4-door, black, Dynaflow drive, 32,000 miles, one owner who has kept the car in immaculate condition, every luxury extra.

METCALFE & MUNDY Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

CASS'S MOTOR MART.—1937 Buick Pullman limousine, black, radio, heater, genuine 41,000 miles, one private owner.—5, Warren St., W.1. Euston 4110.

RHD. 1951 Riviera 4-door saloon, specimen car, radio and heater, black, low mileage.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858.

BUICK, 1947 Buick right-hand drive 4-door saloon, colour black; this car has been very carefully maintained by a chauffeur and is in very good condition, and can be seen in our showrooms.

LENDRUM & HARTMAN, Ltd., Buick House, Albemarle St., London, W.1. Hyde Park 7121. [9551

1940 Buick Century 4-door saloon, steering column gear-change, practically unmarked, believed to be the most beautiful of its type; £350; consider part-exchange.—14, Offington Gdns., Worthing. Swandean 849. [C4027

1947 series Buick Roadmaster l.h.d. 6-seater convertible coupe, in outstanding condition throughout, in pale blue, a dream to drive, a joy to behold; £750 or £250 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers. Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Buicks.—91-95, Fulham Rd., S.W.3. Kensington 4858.

7-PASSENGER, 1938, good condition partitioned Limousine required, cash waiting. Alpe & Saunders, Ltd., Providence Court, North Audley Street. Mayfair-2941 [W1006

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0304/R

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [S1041/R

CADILLAC

SIMPSON'S offer:—

1948 Cadillac drophead coupe, eggshell blue, electrically operated hood and windows, full equipment.

SIMPSON'S MOTORS (WEMBLEY), Ltd., (American car specialists), 345, High Rd., Wembley 8691/3903.

1951 Cadillac 4-door saloon, radio and heater, Hydramatic, one owner.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

1952 Cadillac 75 limousine 7-seater, chauffeur kept, 10,000 miles, super luxury car, enormous interior accommodation; £3,450.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair W.1. Gro. 6881. [C4036

CADILLAC

CADILLAC; 1952 Cadillac 60 special Fleetwood 4-door saloon, colour black, with Hydramatic gear, radio, heater; this car is in really first-class condition and is as new, and can be seen in our showrooms.

LENDRUM & HARTMAN, Ltd., Buick House, Albemarle St., London, W.1. Hyde Park 7121. [9550

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers. Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Cadillacs.—91-95, Fulham Rd., S.W.3. Kensington 4858.

7-SEATER modern partitioned Limousine required, cash waiting Alpe & Saunders, Ltd., 2, Providence Court, North Audley Street. Mayfair-2941. [W1006

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0004/R

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R

CHEVROLET

SIMPSON'S offer:—

RHD 1948 Chevrolet, all extras, very clean.

1953 Chevrolet, radio, heater, completely equipped with many extras.

1948 Chevrolet, radio, heater, fitted with all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd. Wembley 8691/3903. [C4015

1952 Chevrolet 4-door sedan, perfect throughout; £990.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4006

1947 Chevrolet 4-door r.h.d. Fleetmaster saloon de luxe; £595.

1948 Chevrolet 4-door l.h.d. Styleline saloon de luxe, radio and heater; £545.

BRITISH & COLONIAL MOTORS, Ltd., (distributors for London & Home Counties), 13/14, Upper St. Martin's Lane, London, W.C.2. (Adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

1952 Chevrolet Styleline 4-door de luxe saloon, heater, etc. very good condition, 22,000 miles, original owner returning to America.—Hol. 0461. [9328

1954 Chevrolet Bel-Air 4-door saloon, very low mileage, all extras.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858.

CHEVROLET 1952 de luxe l.h.d., cream, exceptionally low mileage, one careful owner, this is a really immaculate car and looks as new, this car must be seen; £950.—Tel. Lar. 6540. [9045

1950 Chevrolet de luxe, 4-door saloon, colour maroon, right-hand drive, radio and heater, imported under licence, one owner since new, splendid condition; regularly serviced, well maintained; £1,100 or nearest offer, 32, Bedford Rd., Liverpool, 4. Tel. Aintree 1718. [9235

£1895.—1954 (Dec. '53) Chevrolet 4-door r.h.d. Bel Air Hydramatic saloon, radio, heater, taxed year, whitewall tyres, colour sea blue with grey top, stainless steel waist-line, mileage 7,000; cash or h.p.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester 8. Tel. 1924 Cheetham Hill. [9334

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers.—Wembley 8691/3903. [W4015/R

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (Adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588. [W1027/R

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane (Adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588. [S1027/R

Chrysler Cars Wanted

AUTOSALES (LONDON), Ltd.,

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. [0645/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

7-SEATER, 1938/39, good condition 24/28hp. Limousines required, cash waiting. Alpe & Saunders, Ltd., 2, Providence Court, North Audley Street. Mayfair-2941 [W1006

Chrysler Spares and Service

AUTOSALES (LONDON), Ltd.,

CHRYSLER distributors, spares for all models, exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555-2155. [0405/R

CITROEN

HPG

THE staunch believers in Citroens, offer:—

1950 Light 15 sunshine saloon, one owner, genuine 16,000 miles, full history, finished as new, Mist Green cellulose, unmarked beige interior and spotless chromium; extras include thermometer gauge, ignition control, reversing light, twin passlights and rear lights, special bumpers with inset number plates, polished French spats, wind-deflecting windows; £535, or first fair offer for this beautiful car; terms, exchanges.—Highams Park Garages, Ltd., Beverley Rd., Highams Park, London, E.4. Larkswood 7208/2031.

C. G. NORMAN & Co.

CITROEN Sole Distributors for the County of London Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0756/R

H. BEART & Co., Ltd., offer:—

1953 Citroen Light 15 saloon, in maroon with red upholstery, fitted radio, property of one owner since new; £695.

1950 Citroen Light 15 saloon de luxe, finished in black, with red upholstery, in very nice condition throughout; £450.—102, London Rd., Kingston-on-Thames. Kingston 3348. [C1081

SEYMOUR & CLEMENTS, Ltd., offer:—

1947 Citroen Light 15 saloon, bronze, red leather upholstery, radio, heater, etc., in excellent condition throughout.—38, Watford Way, Hendon Central, N.W.4. Tel. Hendon 2146. [C4007

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CITROEN

1951 Citroen, one owner, as new; £525.

GROSVENOR MOTORS (MANCHESTER), Ltd., 185, Oxford Rd., Manchester, 13. Tel. Ardwick 2950.

ACLAND & TABOR, Ltd., Welywn By-Pass, Herts. Welwyn 481/2/3, offer:—

1952 Citroen Big 6 saloon, finished maroon, beige leather, fitted radio, heater, spot lamps, windscreen washer and many extras, immaculate condition throughout; £625. [C1001

1937 (Nov., '36), Citroen super modern twelve saloon, much above average condition; £195.

C & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1947 model Citroen Light 15, in fawn and brown leather, immaculate condition throughout; £345.

GORDON CARS (LONDON), Ltd., 26, North End Rd. (opposite Tube Station), N.W.11. Speedwell 2564. [9498

£675.—1953 (Sept.) Citroen 15 saloon, radio, etc., as new.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1950 Citroen Light 15 saloon, guaranteed; £445; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1948 Citroen Light 15, grey, taxed, very clean. £410.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1936 Citroen 12 saloon, black with red upholstery, really smart, good runner, sun roof, etc., £160.—Hen. 1646, evenings or week-ends. [9323

CITROEN distributors for sales, service and spares demonstrations can be arranged for all models.—Ring Speedwell 9761.—Gordon Cars (London), Ltd., 7/9, Russell Parade, Golders Green, N.W.11. [0011/R

1951 (March) Light 15, black, red leather, radio, in really clean original condition, one owner, 38,000 only; £545.—Nixons Garage, Hassell St., Newcastle, Staffs 69154. [8944

1953 (June) Citroen 6, black, red leather, 13,000 miles, one owner, unusually well kept; £950; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

£333!!! Citroen Roadster coupe, this vehicle having post-war looks and performance represents outstanding value at this price; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

375 gns.—Citroen Light 15, 1948 sports saloon, sliding head, leather, excellent condition; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1952-53 Citroen 15 saloon, black, red leather, £625; also 1950-51, grey, red leather, £535; 1949-50, black, red leather, £465; perfect examples; terms, exchanges.—Citroen Agents, The Motor House, Stoulton, nr. Worcester. Tel. Peopleton 275. [9451

£395!!!—Citroen Light 15 saloon, 1947, late property of real Citroen enthusiast just taken delivery of new model of the same make, this one has been expertly maintained and is in first-class mechanical order, several extras, tailored seat covers, pass lights, etc.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue; open till 8 p.m. [C1035

APRIL, 1946.—Citroen Light 15 S/sln., blue, private, complete engine overhaul Sept., '54, including new main bearings, carburettor, starter, clutch, also drive shafts, brake linings, tyres, loose covers, part respray; no accident; inspection; best offer over £350; splendid condition.—Tel. Forest Row 128 or Box 8182. [9216

Citroen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroens.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [W1000/R

REQUIRED, really good Citroen.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118.

CITROEN.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. [W4035

Citroen Spares and Service

SOUTH of the Thames.

BALES, of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3131-2. [0187/R

SHRIMPTON'S MOTORS, Ltd., Distributors, W.4. Showrooms: 242/4, Brompton Rd., S.W.3. Ken. 9464.

SPARES and Service: 137-143, High Rd., Chiswick, W.4. Chis. 6159 and 47 Montrose Place, Halkin St., S.W.1. Sloane 5490. [0727/R

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4863.—Citroen parts, reconditioned drive, trains, 48-hr. service. [9334

WOODFORD CAR MART, Essex distributors for Citroen car sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200/R

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls swivel joints reconditioned 48-hrs; all spares stocked. [0585/R

DAIMLER

R. F. FUGGLE, Ltd

DAIMLER Consort saloon, 4,000 miles, indistinguishable from new; £1,285.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

DENHAMS for Daimler.

ALWAYS a selection of good used cars available.

DENHAMS GARAGE (ESHER), Ltd. Tel. 3560 Esher, Surrey. [0708/R

TOM GARNER, Ltd., offer:—

1953 Daimler 2½-litre Consort saloon, black, 9,000 miles only; £1,275.

1954 Daimler 2½-litre Conquest-Century saloon, grey, 1,500 miles only; £1,550.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

DAIMLER

H. A. SAUNDERS, Ltd., offer:—

DAIMLER 2½-litre 6-light saloon, first registered 1.1.50, body finished in duo colour scheme, brown top with lower portion of wheels finished cream, brown leather upholstery, H.M.V. push-button radio, heater, a really immaculate and well-maintained car; £695.—836-842, High Rd., N.12. Hillside 5272 (8 lines).

CLAYTON'S CARS (LONDON), Ltd.

1950 (Oct.) Daimler Consort, grey with blue leather, radio, 23,000 miles only, beautifully kept; £795.

1949 Daimler 2½-litre saloon, black, red leather, 30,000 miles only, superb condition; £645.

17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

STRATSTONE, Ltd., Daimler Distributors.

DAIMLER 2½-litre Century saloon (May, 1954), black, red leather, 2,000 miles; £1,525.

DAIMLER 2½-litre Conquest saloon (1953), black, brown leather, 8,000 miles; £1,195.

DAIMLER 2½-litre Consort saloon (Jan., 1951), grey, red leather; £950.

DAIMLER 2½-litre saloon (Mar., 1948), green, red leather; £725.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1951 Daimler Consort, one owner, as new; £795.

GROSVENOR MOTORS (MANCHESTER), Ltd., 185, Oxford Rd., Manchester, 13. Tel. Ardwick 2950.

1952 Daimler Consort saloon, black, one owner, radio, 15,000 miles, as new; £985.

RIPCO, Ltd. (Daimlers purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4.

GORDON CARS (LONDON), Ltd.—1952 Daimler Consort saloon, one owner, immaculate; £995.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [C2023

1950 Daimler Consort, excellent motor car, low mileage, one careful owner.—Dunham & Haines, Luton 2100.1. [C1079

1938 Daimler 15 4-door sports saloon, very nice condition throughout; bargain, £245.—A. E. Palmer Motors, Ltd., Luton 4212. [9528

£950.—(June) 1953 Daimler Conquest saloon, one owner, as new, black, small mileage.—Barmer, Green House, Welwyn 61. [9228

J. DAVY, Ltd.—1954 (June) Century, 1,800 miles only; at £200 under list price. Western 9641 and Knightsbridge 4211. [C1069

1949 Daimler D.B.18 Barker coupe, blue with blue upholstery, one owner from new, 16,000 miles only; £745.—Coventry & Jeffs, Ltd., Bristol 20091.

1095 gns.—Daimler, late 1953 Conquest saloon, radio, heater, screen washers, one owner, small mileage; terms, exchanges.—Rowland Smith, below.

695 gns.—Daimler, 1950 2½-litre saloon, sliding head, leather, preselector, heater, one owner, unmarked; terms, exchanges.—Rowland Smith, below.

195 gns.—Daimler New 15, late 1937 saloon, sliding head, preselector, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1953 Daimler (November) Conquest saloon, black, mileage 6,000 only, as new throughout; £1,165.—H. C. Paul, Ltd., 32, Bruton Place, Berkeley Square, W.1. Mayfair 0621-2. [C3040

1948 (late) Daimler 2½-litre sun saloon, heater, one owner, grey and blue, spotless condition, taxed; £595.—Welham, Surbiton Hill Rd., Surbiton, Elmbridge 1873. [C4070

1954 (March) Daimler Conquest Century saloon, grey, red leather, 5,000 miles only, absolutely as new; £1,500.—J. W. Spendlove, 79, High Lane West, West Hallam, Derbys. [9062

£866!!! 1951/2 Daimler Consort de luxe saloon, bodywork like brand new, speedometer reads 15,000, whole vehicle immaculate; 3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

1948 (Sept.) Daimler 2½-litre saloon, finished in black with green leather upholstery, one fastidious owner, chauffeur driven, mileage 6,800, history available, as new; £750.

SHEFFIELD Daimler Dealers.

CENTRAL MOTORS (SHEFFIELD), Ltd. 22898 & 22625. [9343

ARCHIE SIMONS & Co., Ltd., 1952 Daimler Consort saloon, black/brown, fitted radio and heater, 15,000 miles, one meticulous owner since new; £1,055.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

1950 Daimler 2½-litre saloon, in excellent condition, dark blue with blue hide upholstery, walnut facia and door panels, fitted heater; speedometer reading 15,500; for sale by auction October 19 to close deceased owner's estate.—Fleetwood & Co., Chartered Auctioneers, 29, Newhall St., Birmingham, 3. Central 5347-8. [9263

A & S Limousine, 1939/E.L.24, partition, forward occasionals, black, privately chauffeured, exceptional throughout, immaculate, competitive prices.

LIMOUSINE, 1947, 27hp, Windover, partition, widest occasionals, privately owned, black, exceptional throughout, opportunity, £1575. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006

Daimler Cars Wanted

CHAIN OF EALING

REQUIRE used 2½-litre Daimlers.—Perivale 4404. [W1043

CHARLES FOLLETT, Ltd., official Daimler agents.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [W2010

DAIMLER wanted, 1935/40.—Grower, 94, Old Christchurch Rd., Bournemouth. [9346

XXX H. F. Edwards offer immediate cash for good Daimlers.—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

MODERN 27hp/36hp, Hooper 7-seater Limousine required. Details please. Alpe & Saunders, Ltd., 2, Providence Court, North Audley Street. Mayfair-2941. [W1006

DAIMLER Consorts and Conquests urgently required in part exchange against new Conquest or Century models.—Coventry & Jeffs, Ltd., Daimler Distributors, Bristol 20091. [0667/R

Daimler Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Daimler Spares and Service

KINGSTON-ON-THAMES, Daimler agents and specialists.

G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kin. 2241-2. [S4053/R

DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherstone Mews, S.W.7. Western 4541.

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kiddderminster Rd., Croydon 5775. [0688

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering services, Daimler cars; preselector gear box, exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Ken. 7301. [0236/R

DAIMLER and Lanchester repairs, spares, gear boxes a speciality; reasonable charges.—A. A. Titmuss & Co. (formerly with Daimler Co.), 81, Clapham Rd., S.W.9. Reliance 1647. [0666/R

DELAGE

1938 D6 sportsman's saloon, fastidiously maintained; £290; £60 deposit! Exchanges.—Searle, 45, Park Rd., Hampton Hill, Middx. Molesey 4614. [4069

1951 Delage D6 3-litre 4-door saloon (1951 show model), body by Autobineau of Paris, grey, blue leather front, cloth rear, 35,000 miles. Cotal electric gear box, immaculate condition; £950.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

DELAHAYE

1952 (Nov.) Delahaye drop head foursome, radio, heater, etc., amazing condition; £1,250.—Euston 3643. [9484

MODEL 175 Delahaye, fitted with the most glamorous 2-seater super sports body ever designed by Saoutchik, has won every Concours it has entered, cost over £6,000, 3,000 miles odd; price £2,975.—Taylor & Crawley, 42a, South Audley St. (Entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4056

D.K.W.

D.K.W.—Three beautiful D.K.W. cars available; clients own spares fitted, overhauls and repairs our specialty; good allowance for D.K.W. cars against new Ford cars.—B. & M. Garages, Ltd., 42a, St. Michael's St., Paddington, W.2. [0016/R

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0006/R

MAIN importers of genuine spares for all pre-war D.K.W. cars, service and maintenance.—Schenk Motor Engineering, 465, Stretford Rd., Manchester, 16. Tra 0523. [3621

FERRARI

TOURIST TROPHY GARAGE, Ltd. (Mike Hawthorn), Ferrari concessionaires for Great Britain, offer:—

1952 (1951 Show) 2½-litre 2/4-seater, coachwork by Ghia, finished in metallic blue, trimmed in grey hide, mechanically perfect, coachwork and interior without blemish; open to any examination; specification: 2½-litre, 12-cyl., 5-speed gear box, twin choke carburettor, Borani wheels.—Tourist Trophy Garage, Ltd., Farnham, Surrey. Tel. 5363. [9212

1952 (Earls Court show model) Ferrari 4.1-litre saloon (the only one in this country), ex-David Brown body, coach-built by Ghia, silver blue top, dark blue below waistline, 10,000 miles since new, mechanically perfect, reputed to be the fastest saloon car on the road.—H. A. Saunders Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

FIAT

S. & S. MOTORS.—1937 500 cabriolet; £130.

S. & S. MOTORS.—1938 500, resprayed, new battery, guaranteed 3 months; £185.

S. & S. MOTORS.—1939 4-seater, resprayed, heater, roof rack; £215.

S. & S. MOTORS 165a, Westbourne Grove, W.11. Bayswater 1644. [9458

1947 (Reg. '52) Fiat 500, coupe, l.h.d., dark green, excellent bargain; £235; quick sale, no offers.—59, Cadogan Lane, London, S.W.1. Slo. 4126. [9401

CASS'S MOTOR MART.—1952 Fiat 1400 saloon, radio and heater, l.h.d.; £695; written guarantee.—5, Warren St., W.1. Euston 4110. [C1049

MAYFAIR GARAGES, Ltd., always carry an extensive stock of used Fiat cars, and aim to give the best possible value consistent with age, condition and price.—Below.

MAYFAIR GARAGES, Ltd.—This week's stock includes a few post-war 500C ohv models from £435 to £495.—Below.

MAYFAIR GARAGES, Ltd.—To our many provincial customers, our reconditioned exchange/assembly service enables us to give the same after-sales service as that enjoyed by customers in the London area.—Below.

MAYFAIR GARAGES, Ltd.—14 pre-war Fiats in stock from £175 to £295.—Below.

MAYFAIR GARAGES, Ltd.—All Fiat cars carry our 3 months' written guarantee.—Below.

MAYFAIR GARAGES, Ltd.—Can take any make of cars in part exchange for a Fiat at competitive allowance prices with H.P. ¼ or ¼ deposit, balance 12, 18 and 24 months.—Below.

MAYFAIR GARAGES, Ltd.—Illustrated literature, price list and copy of Autocar Road Test report on request.—Below.

MAYFAIR GARAGES, Ltd. (Fiat Sales and Service), Balderton St., W.1. Mayfair 3104-5. Open 9-6, Sats. 9-1. [C3009

C. V. RUSHMER. The Fiat Specialist offers, latest new Eleven Hundred saloon, as new, guaranteed; £795; show model 500C coupe; £495.—39, Holland Park, W.11. Park 5731. [C3061

195 gns.—Fiat 500 1939 convertible coupe, new hood, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

1937 Fiat 500 drop head coupe, above average throughout, £150; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube, Camden Town Station). Euston 2700 and 8894.

£265!!! Fiat 1100 4-door saloon de luxe, 1939, right hand drive model finished in metallic grey, very pretty lines and remarkable high standard of performance, very good on petrol, fast and delightful to drive.

CAMDEN MOTORS, Leighton Buzzard 2041, write for catalogue, open till 8 p.m. [C1035

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Fiat Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiats.—Balderton St., W.1. Mayfair 3104. [0695/R

Fiat Spares and Service

FIAT 50, trouble? Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. Byron 6028. [0325/R

MAYFAIR GARAGES, Ltd., comprehensive Fiat service, Balderton St., W.1. Mayfair 3104/5. [0632/R

S. & S. MOTORS.—Fiat 500cc spare stockists; retail and trade replacement service units.—165a, Westbourne Grove, W.11. Bay. 1644. [0136/R

FIAT (ENGLAND), Ltd., Water Rd., Wembley sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651 'Grams: Fiat, Wembley. [0909/R

FIAT 500, 1100 and 1500, full range spares, replacement parts, new and used, reconditioned bench-tested engines, starter motors, dynamos, radiators; springs in exchange.—Derrington, 159, London Rd., Kingston 5621-2. [S1071

FORD ANGLIA

CAR MART, Ltd.

1953 Ford Anglia saloon; £425.—Car Mart, Ltd., Welsh Harp, Edgware Rd. N.W.9. Hendon 6500. [C1039

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons available.

'PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot.) [0099/R

WARWICK WRIGHT, Ltd., offer:—

1953 Ford Anglia saloon, green, 10,000 miles; £410.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761 [C4045

AUTOSALES (LONDON), Ltd., offer:—

1954 Ford Anglia, several extras, including additional plating, grey, red interior; £599.—Auto Sales (London), Ltd., Belsize Road, N.W.6. Maida Vale 5555. [9480

DAGENHAM MOTORS, Ltd., Ford main dealers.

1953 Ford Anglia, green, 8,000 miles; £425.

1953 Ford Anglia, black, 14,000 miles; £400.

1952 Ford Anglia, black, 13,000 miles; £365.

56 Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821.

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1947 Ford Anglia; £270.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

1947 (November) Anglia, one owner, finished in black; £299.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2, Paddington 0289. [C2033

1954 Anglia, colour stone, 5,000 miles only, unmarked; £595.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392.

1954 (May) Ford Anglia, indistinguishable from new, low mileage; £565.

GORDON CARS (LONDON), Ltd., 26, North End Rd. (opposite Tube Station), N.W.11. Speedwell 2564. [9496

ACRES offer 1951 Ford Anglia saloon, stone with brown interior, unmarked; £395.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A

1954 Ford Anglia saloon (new model), black, taxed, works mileage; £615.—Hale Motors, Ltd. Tot. 7771-4.

1950 Ford Anglia, immaculate; £345.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1947 Anglia saloon, guaranteed; £245; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3054

1954 Anglia, black, negligible mileage, unmarked £595.—Walter Scott, Ltd., 39, College Crescent, Hampstead N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

1946 Ford Anglia, black, carefully kept car, excellent condition throughout; £265.—Harold Harding Motors, 645, Garratt Lane, Earlsfield, S.W.17 (15 minutes Waterloo). Wimbledon 0607. [9526

245 gns.—Ford Anglia 1946 saloon, loose covers, unworn spare, very good condition; choice of 3 Anglias; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

PRIDE & CLARKE, Ltd.—1953 Ford Anglia saloons, all low mileage, choice of several colours and specifications from £389; 1952, green/brown, £369; 1949, black/brown, choice 2, £329; 1948, black/brown, covers, £299; 3 months' guarantee; terms; exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

FORD (8 h.p.)

95 gns.—Ford 8 1936 saloon, black, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

For Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD POPULAR

SLOCOMBES, Ltd.

FORD Popular 1954 model, £415, terms, guarantee, part exchanges, cars or motor cycles.—38-52, Dudden Hill Lane, near Dollis Hill Underground, Willesden 4869. [C4017

1954 Ford Popular, 4,000 miles, loose covers, immaculate; £445.

X.L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [C4060

FORD POPULAR

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1954 Ford Popular saloon, coachwork and interior unblemished, spare tyre unused, tools unwrapped, various extras fitted, taxed December, 7,500 miles only; 405gns. or £85/15 deposit.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

1954 Ford Popular, 3,000 miles, many extras; £445.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1954 Ford Popular, 1,425 miles only, one owner; £425.—Cogger & Hawkins, Ltd., Walton St., Aylesbury. Tel. 700. [9367

1954 Popular saloon, one owner, mileage 3,000, immaculate condition.—Abbotts Garage, Earls Barton. Tel. 344, Northants. [9466

FORD Popular (May, 1954) export model, r.h. drive, oversize tyres, battery, 8,000 miles, as new; £420 o.n.o.—Tel. Rickmansworth 5111 or 2766 (evenings).

1954 (Sept.) Ford Popular, Bristol fawn/red, works mileage only; £445.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

1953 Ford Popular saloon, 8,000 miles, many extras; £395.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

PRIDE & CLARKE, Ltd.—1953/4 Ford Popular saloons, all low mileage, choice several colours and specifications from £369; 3 months' guarantee; terms; exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251.

FORD PREFECT

BENTALLS, Ltd.

1953 Ford Prefect, black; £495.—Kingston-on-Thames, Kingston 1001. [C1093

CAR MART, Ltd.

1953 Ford Prefect saloon; £535.

1952 Ford Prefect saloon; £475.—Car Mart, Ltd., 163, Bromley Rd., Catford, S.E.6. Hither Green 1001. [C1039

SLOCOMBES, Ltd.

FORD Prefect, 1954, works mileage, leather; £675; terms, guarantee, part exchanges, cars or motor cycles.—38-52, Dudden Hill Lane, near Dollis Hill Underground, Willesden 4869. [C4017

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

'PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0100/R

ALLAN TAYLOR MOTORS, Ltd., offer:—

SEVERAL 1954 Ford Prefects; from £385 to £425.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [9184

DAGENHAM MOTORS, Ltd., Ford main dealers.

1953 Ford Prefect, green/hide, 10,000 miles; £520.

56 Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821.

£510—Ford Prefect saloon, 1953, kept in splendid condition by one owner; a recommended car.

£475—Ford Prefect saloon, 1952, in good condition throughout, with reconditioned engine.

FERRARIS OF CRICKLEWOOD, Ltd., 200/220, Cricklewood Broadway, London, N.W.2. Gladstone 2234.

1951 Prefect, one owner, 20,000 miles, fitted discs, finished in black, brown leather; £435.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2033

1954 Ford Prefect, delivery mileage; £685.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1947 Ford Prefect 4-door saloon, black, bench-type front seat, reconditioned engine 4,000, taxed year, excellent condition; £340.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [C3004

1954 Prefect, black, red leather, 33 miles only; £675.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

1953 Prefect saloon, black, red leather, superb condition; £505.—Robbins, East Putney. Tel. 7881. [C3010

£345!!! 1948 Ford Prefect saloon, beautiful condition throughout, carefully used, choice 2 others; 3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

J. DAVY, Ltd.—Prefect, new, but registered, £675; another, 200 miles only; older models accepted in part exchange.—Western 9641 and Knightsbridge 4211.

1948 Nov. Ford Prefect saloon, leather, reconditioned engine, super condition; £350.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court. Mol. 6109. [C4053

JACK ROSE, Ltd., offer: 1950/51 (December) Ford Prefect, 23,000 miles, one owner, almost unmarked, £425.—Stafford Rd., Wallington, Surrey. Wallington 667-8. [C3056

1947 Ford Prefect saloon, black, red leather, first-class condition throughout; £315.—Harold Harding Motors, 645, Garratt Lane, Earlsfield, S.W.17 (15 minutes Waterloo). Wimbledon 0607. [9524

KENTISH & THOMSON, Ltd.—1951 Ford Prefect saloon, black with leather upholstery, replacement engine being fitted; £425.—564-6, Wickham Rd., Shirley, Croydon. Springpark 3477. [C2047

1953 (late) Ford Prefect saloon, genuine 4,000 miles only one private owner, finished black, beige leather, spare unused, taxed December, as brand new; £535 with written guarantee.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018

FORD PREFECT

PRIDE & CLARKE, Ltd.—1953 Ford Prefect saloons, green/brown, black/beige, low mileage, choice 4 from £469; 1952, black/beige, grey/red (heater), choice 3 from £449; 1951, green/brown, beige/red, choice 2, £399; 1949, black/brown, black/red, choice 2, £359; 1948, black/brown, £329; 3 months' guarantee; terms; exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251.

Ford Prefect Cars Wanted

GARDNER & Co. (HENDON), will buy your Ford Prefect.—Hendon 3359 and 8460. [W2074

PRIVATELY owned post-war Ford Prefect wanted, please write fullest particulars.—110, Battersea Rise, S.W.11. [C1096

Ford Ten Cars Wanted

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. [0179/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD CONSUL

W. HAROLD PERRY, Ltd., Ford main dealers, 279, Ballard Lane, N. Finchley, N.12. Tel. Hillside 4444 offer:—

1953 Ford Consul saloon, 7,600 miles; £635.

W. HAROLD PERRY, Ltd., Ford main dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [5042

CAR MART, Ltd.

1954 Ford Consul saloon; £715.—Car Mart, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1039

DAGENHAM MOTORS, Ltd., Ford main dealers.

1954 Ford Consul, black, heater, 8,000 miles; £675.

56 Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6, Hither Green 4821.

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1951 Ford Consul saloon, finished opal, fawn leather, fitted heater, radio, loose covers, immaculate condition throughout; £575.

1953 Ford Consul saloon, finished opal, fawn leather, fitted heater, fog lamp, low mileage, one owner, immaculate condition throughout; £675.

1954 (October) Consul, works mileage, part exchange welcomed.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4006

£645.—Ford Consul 1954 model, leather, as new, spare unused.

£525.—Ford Consul 1951, leather, just fitted recon. motor, etc., cost £55.

£495.—Ford Consul 1951, excellent condition.—Turner, Ford Specialist, terms, exchanges. Tel. North 4509; evening, Amb. 9658. [9373

1953 Consul, heater, low mileage, £645; written guarantee; h.p., exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., Ford Agents, 397-401 High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime. [C4065

1953 Consul, blue, leather, radio, heater, one careful owner, guaranteed; £650.—Campbell Symonds, Wembley 6262.

1952 Ford Consul, radio, heater, and other extras, blue, immaculate condition; £595.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811.

G & M ALFREDS (1956), Ltd.—1952 Ford Consul, heater, superb order.—6-7, Warren St., W.1. Euston 3268. [C1005

HILLWOOD MOTORS.—Ford Consul 1951 saloon, beige, beige leather, fitted radio and heater, really fine condition; £575.—Mill Hill (London), 4232. [9352

1953-4 Ford Consul, beige with red leather, heater, as new; £695.—Red Timms (Motors), Ltd., 28-30, High Town Rd., Luton. Luton 6749. [9186

695 gns.—Ford Consul 1954 saloon, Winchester blue, blue leather, heavy-duty tyres, one owner, 4,300 miles, brand new condition; terms, exchanges.—Rowland Smith, below.

645 gns.—Ford Consul late 1953 saloon, leather, heater, one owner, 8,000 miles, spare unused; terms, exchanges.—Rowland Smith, below.

525 gns.—Ford Consul 1952 saloon, leather, radio, heater, loose covers, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1953 Ford Consul saloon, black, heater, leather and loose covers, low mileage, one owner, immaculate; £635.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023

1953 Consul saloon, radio, heater, one owner, £625; guaranteed; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3054

FORD Consul 1954 (April), beige, as new, very carefully maintained by one owner now going abroad; £650.—Brigadier Wickham, Lealands Cottage, Box, Nr. Stroud, Glos. Tel. Nailsworth 104. [9430

1954 Model Ford Consul, black with red leather, fitted heater, 18,000 miles, whole car in brand new condition; £645.—Coles Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195. [C1054

FORD Consul, 1953, fawn, heater, many extras, all new tyres, faultless condition, one owner, carefully used and well maintained; £650.—Brent Cross Garage, Hendon Way, N.W.4. Speedwell 1196. [C1096

PRIDE & CLARKE, Ltd.—1953 Ford Consul saloons, grey/red, black/red, low mileage, heater, choice 2 from £629; 1952, black/red, black/beige, heater, choice 2 from £579; 3 months' guarantee; terms; exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

Ford Consul Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD Consul buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2.

ALMOST new Consul required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

25 Consul saloons wanted; why accept less for your Ford Consul when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. [W2008

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD CUSTOMS

1950 Ford Customs right-hand drive 4-door sedan, perfect throughout; £895.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4006

FORD ZODIAC

H. A SAUNDERS, Ltd., of Worcester.

1954 Ford Zodiac saloon, two-tone grey, fitted loose covers, etc., 6,000 miles, one owner; £850.
AUSTIN House, Worcester. Tel. 2368. [C4005

1954 Zodiac, blue/grey, 9,000 miles, fitted radio, condition as new; £850.
RIPCO, Ltd. (Zodiacs purchased), 16, Albemarle St., London, W.1. Hyde Park 2952-3-4. [C3052

1954 (March) Ford Zodiac with innumerable extras, as new, low mileage; £785.
GORDON CARS (LONDON), Ltd., 26, North End Rd. (opposite Tube Station), N.W.11. Speedwell 2564. [9495

1954 Zodiac saloon, radio, heater, numerous extras, 4,000 miles, guaranteed; £850; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034

ROSE & YOUNG, Ltd., offer: 1954 Ford Zodiac, 6,000 miles only, fitted latest 8-valve radio, special mats, etc., as new, blue; £865.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C3057

FORD ZEPHYR

SLOCOMBES, Ltd.

FORD Zephyr 1953 reconditioned engine, extras, £725; terms, guarantee, part exchanges, cars or motor cycles.—38-52, Dudden Hill Lane, near Dollis Hill Underground. Willesden 4869. [4017

CHARLES FOLLETT, Ltd., offer:—

1953 (October) Ford Zephyr, Dorchester grey, leather, heater, radio, speedo reading 9,000 miles, outstanding condition; £675.
SHOWROOMS.—18, Berkeley St., W.1. Mayfair 6266.

SERVICE—Works & Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

GUY SALMON AUTOMOBILES offer:—

1951 Ford Zephyr saloon, leather, heater, radio; £589.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

ALLAN TAYLOR MOTORS, Ltd., offer:—

1953 Ford Zephyr, heater fitted, taxed December, one owner; £695.
HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [9185

DAGENHAM MOTORS, Ltd., Ford main dealers.

1954 Ford Zephyr, fawn, radio and heater, 6,000 miles; £775.
56, Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

FORD Zephyr saloon (1953), black, red leather; £675.
STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

WARWICK WRIGHT, Ltd., offer:—

1952 (December) Ford Zephyr saloon, green, radio and heater, 12,000 miles; £695.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

CARTWRIGHT HAMILTON CARS, Ltd., offer:—

1954 Ford Zephyr finished in jewel grey, fitted with radio and heater, exceptional condition; £695.
282, Kensington High St., W.14. Western 0207. [9477

1953 Zephyr, leather, heater, 9,000 miles, one owner, as new; £665.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4006

GORDON CARS (LONDON) Ltd.—1953 Ford Zephyr saloon, blue, one owner, immaculate; £695.

1951 Ford Zephyr saloon green, heater, radio, leather; £595.
GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [C2023

£695.—1953 Ford Zephyr, blue, fitted with heater, 15,000 miles only, one owner.
DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1953 Zephyr, one owner, leather, heater, £695; written guarantee; h.p., exchanges; trade enquiries welcomed.
HAROLD SIMONS, Ltd., Ford Agents, 397-401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime. [C4065

£695.—Ford Zephyr saloon, 1953, blue, kept in perfect condition by one owner, fitted with loose covers, heater and built-in radio.
FERRARIS OF CRICKLEWOOD, Ltd., 200/220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. [C2008

1953 (October) Zephyr saloon, 12,000 miles, one owner, radio, heater, leather, Dunlopillo; £715; also

1953 (model) Zephyr saloon, blue, leather and heater, 14,000 miles, one owner, as new; £645.
RIPCO, Ltd. (Zephyrs purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1953 Zephyr, black, red leather, one owner, heater and fog lamp, only 12,000 miles, spotless throughout; £675.—Campbell Symonds, Wembley 6262.

1953 (July) Zephyr saloon, black, red leather, heater, 17,000 miles, one owner; £660.—Ravensbourne (London) 6008. [9549

ZEPHYR 1953, leather and heater, one owner, excellent condition; £665.—Basil Roy, Ltd.—161 Gt. Portland St., W.1. Langham 7733. [9518

1954 model Zephyr, black, red leather, radio, Ace Rimbellishers, screenwasher, under 4,000 miles; £750; appointment view.—4, Bethwin Rd., S.E.5. 6-5. Rod. 4342. [9450

1954 Ford Zephyr de luxe saloon, radio, heater, many extras, one owner, 5,000 miles only, as brand new; £800.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 6104. [C4053

FORD ZEPHYR

1952 (Dec.) Ford Zephyr, grey with red leather, Ekco radio, heater, driving light, radiator blind and thermometer, under-sealed, one owner, taxed December, 1,600 miles; £625.—Mayfair 2436. [9022

FORD Zephyr, Zodiac specification, 2-tone colour (Dorchester grey and maroon), H.M.V. radio, heater, windscreen washers, many other extras; 10,000 miles; price £750; part exchanges and h.p. arranged.
JOHN AVERY, 228-230, Banbury Rd., Oxford. Tel. Oxford 59353. [9291

1954 Zephyr convertible, power-operated, leather and heater, grey, red interior, under 1,000 miles; £960.—R. S. Currie & Co. Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

1954 Ford Zephyr saloon, radio, heater, hide, 5,000 miles; £795.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

1954 Ford Zephyr Zodiac saloon, blue, seat covers, undersealed, 5,000 miles; £865.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

195. (June) Ford Zephyr saloon, mist green, beige hide, heater, radio, Tygan loose covers, spot lights, wing mirrors, 5 new Goodyear covers, taxed year, one owner; £600.—Gee Cars, Ltd., 60-62, Queenstown Rd., S.W.8. Mac. 3363. [8627

ROSE & YOUNG, Ltd., offer: 1954 Ford Zephyr saloon, 6,000 miles only, leather upholstery and heater, immaculate condition; £745.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C3057

1954 (May) Ford Zephyr convertible, power operated, radio, heater, finished ivory with hide to match, green hood, etc.; one owner, 5,000 miles, very attractive car; £950.—Gee Cars, Ltd., 60, Queenstown Rd., S.W.8. Mac. 3363. [8982

1953 (Feb.) Ford Zephyr, black and red, Ekco radio, heater, twin spot lights, twin wing mirrors, 13,000 miles, one owner (Ford engineer), specimen car, taxed; £670.—R. S. Mead (Sales), Ltd., 42, Queen St. Maidenhead. Tel. Maidenhead 3431-2. [C3011

Ford Zephyr Cars Wanted

ALMOST new Zephyr required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

FORD Zephyr buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2.

ROWLAND SMITH'S, the Car Buyers.—Highest Cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD MERCURY

SIMPSON'S offer:—

1946 Ford Mercury, radio and heater, seat covers, all extras.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd. Wembley 8691-3903. [C4015

FORD (V.8)

SIMPSON'S offer:—

1947 Ford V.8 super de luxe, fitted many extras.

1940 Ford V.8 convertible, fitted many extras.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd. Wembley 8691-3903. [C4015

DAGENHAM MOTORS, Ltd., Ford main dealers.

1950 Ford Pilot, blue/hide, 23,000 miles; £405

56, Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

1949 Pilot, leather heater, perfect throughout; £355.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4006

£195.—Superb one-owner condition 1939 91A saloon.—Value Cars, Prospect 7520. [C4068

1936 Ford V.8 22, d.h.c., very clean, good steering, brakes, tyres, battery; offers invited.—6, Neville Rd., Bridgend, Glam. [9585

1950 (November) Pilot saloon, black/beige leather, radio and heater; £385.—Robbins, East Putney. Tel. 7881. [C3010

Ford V.8 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest Cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AMERICAN FORD

RHD 1951 Ford Customs, radio and heater, black.

1951 l.h.d. Ford Customs.—Joe Thompson (Motors), Ltd. 91-95, Fulham Rd., S.W.3. Kensington 4858.

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506/9. [0749/R

Ford Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Car Buyers.—Highest Cash prices for Ford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Ford 8 or 10.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2057

Ford Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0228

ALLAN TAYLOR (MOTORS), Ltd.,
HIGH St., Wandsworth, S.W.18.
MAIN Ford dealers
LARGE stock of genuine Ford parts.
VANDYKE 4433 (5 lines). [C814/R

Ford Spares and Service

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2233), main Ford dealers, service and all spares. [0093/R

XXX H. F. Edwards offer immediate cash for good Fords.—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

WE have one of the biggest stocks of Enfo spares in the country from model A, V.8, W.D. types and throughout to the current models; Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). Also 66, High St., East Ham, E.6. Grangewood 1136. [S3065/R

FRAZER NASH

1951 series Frazer Nash Le Mans replica, recorded mileage 6,000; this car is perfect throughout and must be seen and tried to be appreciated.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

£225.—1936 twin o.h.c. 1,696cc Colmore 2/4-seater, new tyres, Windtones, overall divided tonneau, most attractive example, carefully maintained in entirely original condition; terms, exchanges.—Underwood-Rusling, 28, Queensberry Rd., Ketterina Tel. 3351. [C4075

1951 show model Frazer Nash drop head coupe (only 1 built with this body), silver grey, black hood and upholstery, one extremely careful owner, car entirely works maintained, perfect condition, 5 new tyres, 19,300 miles; £2,200 or near offer; no dealers.—Mrs. K. R. Maurice, Castle Combe (205), Chippenham, Wilts. [8954

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

FRAZER NASH-B.M.W.

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

395 gns.—Frazer Nash-B.M.W. 1938 2-litre type 326/80 special convertible coupe, high compression engine, 3.7 axle, carefully used; terms, exchanges.—Rowland Smith, below.

145 gns.—Frazer Nash-B.M.W. 1935 type 45 four-some cabriolet, ivory, grey leather, very good condition; terms, exchanges, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1937 Frazer Nash-B.M.W. 12hp type 315 sports saloon, one owner since new, 30,000 miles only, perfect condition; £325.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1938 Frazer Nash-B.M.W., red, with red leather upholstery, reconditioned throughout, 3,000 miles ago, perfect condition, engineer maintained; £465.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 5411. [C4040

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HEALEY

B. J. HUNTER, Ltd., offer:—

1950 Healey Silverstone sports 2-seater, fast and attractive; £525.

1947 Healey-Duncan sports 2-seater, exceedingly fast; £355.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

GUY SALMON AUTOMOBILES offer:—

1952 (May) Healey Tickford saloon, 19,000 miles, H.M.V. radio, ivory/red upholstery; £895.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

HEALEY saloon 4-seater, black Leacroft, 37,000; nearest £550.—"Sandhey," Meols Promenade, Cheshire. [9250

BROOKLANDS: sole concessionaires, Healey, new 4-seater saloon by Tickford and coupe by Abbott, immediate delivery.

1954 Healey 3-litre convertible, 2,750 miles.

1952 Healey Tickford saloons, maroon and black.

1951 Healey 2.4-litre Tickford saloon.

BUY or sell with confidence; open 9 until 7.
103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

1951 Tickford saloon, one owner, heater, new tyres, black, immaculate condition.—Carlton Cycles, Worksop 2475. [9258

1953 Healey 3-litre convertible, grey with fawn upholstery, 2-seater with Alvis engine, very carefully used, indistinguishable from new; £1,000.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [9350

Healey Cars Wanted

REQUIRED, really good Healey.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

PERFORMANCE CARS urgently require Healeys.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

ROWLAND SMITH'S, the Car Buyers. Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HILLMAN 10

E.M.A., Ltd.

CALIFORNIAN hardtop coupe, latest model Hillman Mk. VII, ivory and black, heater, etc., taxed; £725.
E.M.A., Ltd., Rootes Group Distributors, Grove Rd., South, Southsea. Portsmouth 2168. [8295

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam-Talbot, Commer.

1950 Hillman Minx saloon, one owner, fitted heater, perfect condition; £465.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C3080

GLANFIELD LAWRENCE offer:—

1952 (November) Hillman Minx saloon, black, one owner, heater, 19,000 miles, it looks 5,000, as new; £585.—407, High Rd., N.12. Finchley 0091.

1954 Hillman Minx saloon, taxed but unused; terms, exchanges.—A. E. Palmer Motors, Ltd., Luton 4212. [9529

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1952 Hillman Minx Phase V saloon (Continental steering), in immaculate condition throughout, fitted with host of extras, 14,000 miles, taxed December; 539gns, or £113 19s deposit.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

GEORGE HARTWELL, Ltd.

HILLMAN Minx Mark VII saloon, mountain grey/red, 5,000 miles, heater; £665.

HILLMAN Minx Mark VII, new mid-green, available for immediate delivery.

CONFIDENTIAL hire purchase, part exchange.

35—41, Holdenhurst Rd., Bournemouth. Tel. Bournemouth 4161. [C2079

CATTERMOLES (GARAGES), Ltd.

CENTRAL London Rootes Agents, offer:

1954 Hillman Minx Mk. VII saloon, 6,000m. only, quartz blue, heater, faultless condition; £645.

79—89, Pentonville Rd., Nr. Kings Cross Station, N.1. Ter. 1001. [8856

WARWICK WRIGHT, Ltd., offer:—

1953-4 Hillman Minx Mark VI and Mark VII, all models, including Californian hard-top; choice of colours, many fitted radio and heater, low mileages; from £635.

1952 Hillman Minx Mark V saloon, black, heater, 15,000 miles; £575.

1954 Hillman Minx Mark VII estate car, golden sand, 1,000 miles; £745.

1951 Hillman Minx Mark IV convertible coupe, black, heater, 26,000 miles; £545.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

McKINNON MOTORS, Ltd., offer:—

1954 (July) Hillman Minx Mark VII saloon, quartz blue, red interior, 1,000 miles only, taxed December, owner gone abroad; £715.

McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Series Hillman Minx saloon, heater, taxed; £515.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

WOOD & LAMBERT, Ltd., Ford main dealer.

1951 series Hillman Minx saloon (Dec., 1950), grey, heater, screenwasher, most attractive; £485.—49, Stamford Hill, N.16 (Sta. 3434). [9290

LEONARD WILLIAMS (DISTRIBUTORS), Ltd., offer:—

1953 Hillman Mark VI saloon, in black and equipped with Rootes heater, Radiomobile radio, one owner, 20,000 miles, showroom condition, guaranteed; £615.

LEONARD WILLIAMS (DISTRIBUTORS), Ltd., Packard Buildings, Great West Rd., Brentford, Middx. Ealing 3400. [8954

1954 Hillman Minx saloon, grey or blue, choice of 2, 10,000 miles only, one owner; £615.

GORDON CARS (LONDON), Ltd., 26, North End Rd. (opposite Tube Station), N.W.11. Speedwell 2564. [9497

PHŒNIX MOTOR Co. (SURREY), Ltd., for all Rootes Group Products, specialists in purchase and sale of

GUARANTEED used Hillmans.

A SELECTION from our stock:—

1954 (Sept.) Hillman Minx Mark VII saloon, mountain grey with red interior, works mileage only; £665.

1953 (March) Hillman Minx Mark VI saloon, finished in black with red interior, 20,000 miles only, an immaculate car in every respect; £585.

1950 (February) Hillman Minx saloon, black with red interior, one owner, 20,000 miles only, an immaculate car; £485.

1949 (June) Hillman Minx Mark III saloon in black with brown interior, recently fitted with a works reconditioned engine and in exceptional condition throughout; £435.

HIRE purchase facilities and your car wanted in part exchange for any new or used vehicle.

PHŒNIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St. Sutton, Surrey. Vigilant 1121. [C5044

£565.—Hillman 1953, one owner, low mileage, original, heater, exceptional throughout; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

G. S. OSCROFT & Co., Ltd., Castle Boulevard, Nottingham. Tel. 45024 (main Vauxhall-Bedford dealer).

1953 (October) quality tested Hillman Minx Mark VII convertible coupe in dove grey with red leather upholstery, 4,500 miles, taxed for the year; £645. [9311

1953 Hillman Minx saloon, beige/red leather, 16,000 miles; £615.—Tel. Rickmansworth 2214. [9461

675 gns.—Hillman Minx, late 1953 Phase VI estate car, heater, small mileage, exceptional; terms, exchanges.—Rowland Smith, below.

495 gns.—Hillman Minx, late 1950 Phase IV saloon, leather, heater, one owner, moderate mileage, good tyres; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C3018

1947 (November) Hillman Minx, in most excellent condition, finished in black, fitted de luxe Regency loose covers; £325.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2035

HILLMAN 10

1947 Hillman Minx d/h coupe, very clean; £315.—Smith & Hunter, 576, Kensington High St., W.14. Western 2312. [C4019

1952 (Nov.) saloon, grey, brown leather, 2 owners, immaculate; £545.—K.J. Motors, Ltd., Bromley, Ravensbourne 3456. [9487

£589!!!—1952 series Hillman Minx drop head coupe, specimen condition throughout, small mileage and bargain price.—Below.

£455!!!—1951 Hillman Minx de luxe saloon, one careful owner, speedometer reads 18,000, export model, beautifully maintained.—Below.

£399!!!—1948 Hillman Minx drop head coupe, this vehicle must be seen to be appreciated, spotless throughout; choice 2.—Below.

£111!!!—Hillman Minx de luxe saloon, this vehicle is in beautiful condition, one that has only been used week-ends and is in genuine original condition; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

HILLWOOD MOTORS.—Hillman Minx Phase III saloon, beige, red leather, fitted heater, spotless condition; £465.—Mill Hill (London) 4252. [9353

HILLMAN Minx 1947, respray, Rootes engine, 4,000 miles, new carb., battery, tyres; really nice car; £335.—Hayes (Middx) 3216. [9415

J. DAVY, Ltd.—96 miles only, new but registered Hillman Minx; £699; cash or older car in part exchange.—Western 9641. [C1069

1953 Hillman Minx saloon, golden sand, low mileage, taxed; £625.—Hale Motors, Ltd. Tot. 7771/4. [C2077

1953 Hillman Minx saloon, de luxe model, fitted heater, 4,000 miles, £625.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181-2.

£475.—1951 Hillman Minx saloon, reconditioned, perfect runner, radio, etc.; £125 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

JACK ROSE, Ltd., offer: 1950 (July) Hillman Minx saloon, in blue, interior almost unmarked, any examination; £450.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

1953 (January) Hillman Mark V drop head coupe, black with beige interior, fitted heater, speedometer 12,600 miles; £535.—Dixons Garage, 134, West Hill, Putney S.W.15. Putney 0396. [C1073

1952 Hillman Mark V saloon, under 17,000 miles, immaculate throughout, heater, guaranteed; £595.—Davies Motors, Ltd., 273, London Rd., Staines. Tel. 4211-2-3-4-5. [C1060

1953 Hillman Minx saloon, black/red interior, very low mileage, in new condition throughout, taxed; £635.—Coles Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195. [C1054

1949 Hillman Minx, splendid condition throughout, guaranteed; £420 or £105 deposit, terms.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

A.Z MOTORS, for real Hillman 10 bargains: 1950 saloon, £450! 1947 saloon, immaculate condition, £295! 1946 saloon, £265! 1934 saloon, £50!—100, Palmerston Rd., N.W.6. Mal. 4723.

1952 Hillman Minx convertible, black, immaculate condition, low mileage, one owner; £565; exchanges; h.p. terms.—Mitchell Erskine, Ltd., 105, Queensway, Bayswater, W.2. Bay. 5929. [C2081

1951 (November) Hillman coupe, black, one owner, heater, other extras, 16,000 miles, immaculate throughout; £525.—Penney, 14, Buckingham House, Courtlands, Richmond 2421. [9427

1952 (September) Hillman Minx drop head coupe, maroon, beige interior, fitted heater, taxed, one owner, speedo reading 21,000; £560.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

XXX Exceptional 1951 Hillman Minx saloon, finished fawn with red upholstery, in really delightful condition recommended with confidence at the attractive price of £525; written guarantee; terms; exchanges.—H. F. Edwards, 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001

HILLMAN 14

£125.—1939 Hillman 14 saloon, mechanically sound, new tyres; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

Hillman Cars Wanted

RS

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

RROOTES, Ltd., DISTRIBUTORS.

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

BMANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

WROTHAM HEATH.—(Borough Green 4.)

ROCHESTER.—(Chatham 2231.)

RROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108/R

EMA Ltd. Grove Rd., Southsea. Portsmouth 2168 [0409/R

HILLMAN Minx saloon car required; about £250.—Turnbull, Durngate House, Winchester. [W1010

ALL Hillman models wanted urgently, inspection arranged anywhere in the country.

GORDON CARS (LONDON), Ltd., 26, Northend Rd. (opposite Golders Green Station), N.W.11. Speedwell 4701 [7036

ALMOST new Hillman required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

NOTTINGHAMSHIRE distributors Humber, Hillman, always prepared to purchase first-class condition recent models Hillman saloons and coupes.—H. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46381 [0552/R

Hillman Cars Wanted

25 Minx saloons wanted; why accept less for your Hillman Minx or estate car when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. [W2008

Hillman Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.

NORMAND Ltd., 405-9, King St., W.6. Riv. 3665. [0227

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialists (30 years), well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-81, New King's Rd., Fulham, S.W.6. Renown 1183. [0676/R

Hotchkiss Cars Wanted

REQUIRED, really good Hotchkiss.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

H.R.G.

1950 1100, 24000, B.R.G., superb condition, h.c. pistons, 37mpg, 84mph, new tyres, tonneau hood.—14, Friars Ave., N.20. Enterprise 6396. [9438

H.R.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd. have a large stock of spares.

SHOWROOMS: 18, Berkeley St. W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0594/R

HUDSON

1938 Hudson 17hp saloon, immaculate paintwork, engine overhauled, heater, radio; £250.—Phillips' Garage, Hayle, Cornwall. [9057

£250!!! Really well cared for 1940 Hudson, 16.9 saloon, loose covers, exceptional condition, economical and roomy.—A. Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. [C1011

£122!!!—Hudson 22 saloon de luxe, first registered November 1936, exceptionally fine condition throughout; also choice 2 others, including drop head foursome coupe; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0861/R

HUDSON MOTORS, Ltd., Great West Rd., London, W.4, Chiswick 3621, first-class service for all Hudson cars; spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd. [0065/R

HUMBER

CAR MART, Ltd.

1950 Humber Pullman limousine, heater; £1,095.—Car Mart, Ltd., Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [C1039

GEORGE HARTWELL, Ltd.

HUMBER Hawk 1952 Mark IV saloon, black/red, heater, in outstanding condition; £685.

HUMBER Super Snipe, 1953, crystal green, one previous owner; £995.

CONFIDENTIAL hire purchase, part exchange.

35-41 Holdenhurst Rd., Bournemouth. Tel. Bournemouth 4161. [C2079

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam-Talbot, Commer.

1953 Humber Hawk saloon, one owner, heater, superb condition; £795. — Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C3080

TOM GARNER, Ltd., offer:—

1952 Humber Pullman Mark III 7-passenger limousine, black, heater; £1,595.

1953 Humber Hawk Mark V saloon, black, heater, radio, loose covers, 18,000 miles; £795.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

R. C. WIMBUSH, Ltd., offer:—

1952 (Sept.) Humber Super Snipe, black with red hide, Rootes heater, 17,000 miles, one owner, spare unused; £695.—312, Earls Court Rd., S.W.5. Fremantle 8401. [C4056

CATTERMOLES (GARAGES), Ltd.

CENTRAL London Rootes agents, offer:—

1954 Mk. V Humber Hawk, grey with red interior, supplied by us new, 7,000 miles only; £795.—79-89, Pentonville Rd., Near King's Cross Station, N.1. Tel. Per. 1001. [9470

McKINNON MOTORS Ltd., offer:—

1954 (June) Humber Hawk Mark VI saloon, latest mode, with overdrive, black, red leather, 1,000 miles only, taxed December, one private owner changed for larger car; cost over £1,060; our price, £1,025.

McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

WARWICK WRIGHT, Ltd., offer:—

1952 (Nov.) Humber Hawk Mark V saloon, blue, heater, 26,000 miles; £750.

1952 Humber Super Snipe Mark III saloon, heater, black, 13,000 miles; £745.

1953 Humber Hawk Mark V saloon, blue, 14,000 miles, £825; another in black, similar mileage.

1953 Humber Super Snipe Mark IV (ohv engine) saloon, crystal green, heater, 16,000 miles; £1,075.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

HUMBER Hawk saloon (May, 1953), black; £795.

HUMBER Super Snipe saloon with division (April, 1951), black; £575.—STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). [C4022

LEONARD WILLIAMS (DISTRIBUTORS), Ltd., offer:—

1953 Humber Hawk saloon, in black, with heater and trim rings, 3,900 miles, guaranteed; £845.

LEONARD WILLIAMS (DISTRIBUTORS), Ltd., Packard Buildings, Great West Rd., Brentford, Middx. Ealing 3400. [7930

ACRES offer 1950 Humber Super Snipe, extras including heater, grey, beautifully kept; £450.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002/A

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1948 Humber Hawk saloon, first-class condition; £425.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

CAMDEN MOTORS.—The limousine specialists.—See special advt. on page 93 of this issue. [C1035

1952 Humber Hawk saloon, fitted heater, 24,000 miles; £650.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076/1

PHŒNIX MOTOR Co. (SURREY), Ltd., for all Rootes Group Products, specialists in purchase and sale of GUARANTEED used Humbers.

WAIT a moment! Have you asked if we have a car in stock to suit your requirements and what price we will allow you on your present car? There are many advantages in dealing with a Company who give you a good deal for your money and after sales service; don't delay, ring us now! Vigilant 1121.

HIRE purchase and your car wanted in part exchange.

PHŒNIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Vigilant 1121.

GORDON CARS (LONDON), Ltd.—1952 Humber Super Snipe saloon, green, 17,000 miles, one owner; £695.

1953 Humber Hawk saloon, grey, one owner only; £825.

GORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 6611. [C2023

1953 Humber Super Snipe saloon, radio, heater, seat covers, windscreen washers, fog light, one owner, 18,000 miles; £1,050.—Hou. 2554. [9294

1950 Humber Super Snipe Tickford coupe, grey, H.M.V. radio, normal mileage; £695.—Tickford, Ltd., Temple Bar 3338. [C4029

1949 Humber Super Snipe, black/beige, perfect condition throughout; £450.—Cyril Sheppard of Reading. Sonning 2345. [8764

HUMBER Hawk 1951 saloon, Mark IV, one owner, small mileage, excellent condition; £565.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733.

1951 Humber Super Snipe, excellent condition, low mileage; £595.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 6199. [C3037

CASS'S MOTOR MART.—1948 Humber Snipe saloon, black, genuine 21,000 miles, unblemished; £495 written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1954 grey Humber Hawk with ohv engine, radio, heater, overdrive, speedo reading 2,400; £1,085.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wanstead 6666. [9313

JACK ROSE, Ltd., offer latest type 1954 ohv Humber Hawk, grey with red hide, 4,000 miles, with overdrive, £1,050.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

1952 Humber Super Snipe saloon, one owner, low mileage, radio, heater, excellent condition throughout; £655.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2042

JACK ROSE, Ltd., offer 1953 (May) Humber Hawk, radio and heater, in grey, almost as brand new, 6,000 miles odd; £825.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056/1

1953 Humber Super Snipe saloon, heater, 6,000 miles; £995.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

1949 (November) Humber Hawk saloon, satin bronze/red leather, extremely nice condition throughout, taxed; £465.—Cole's Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195. [C1054

PRIDE & CLARKE, Ltd.—1952 Humber Hawk saloon, blue/beige leather, radio, heater, one owner, £619; 1946 black/brown, immaculate, £369; 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251.

1952 (September) Humber Super Snipe, black with red leather, heater, windscreen washers, 9,000 miles only, one private owner since new; £695.—Noel Bell, Ltd., Putney Vale, London. Putney 7851 (next to K.L.G. works). [9341

ARCHIE SIMONS & Co., Ltd.—1953 Humber Hawk saloon, colour golden sand/red leather upholstery, 18,000 miles only, chauffeur driven since new, immaculate condition throughout; £775.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

A & S Limousines—Excellent selection 7-passenger privately chauffered Humbers displayed. Comprehensive guarantee certificate. Detailed lists despatched.

LIMOUSINE, 1947/1948 mitred edge Pullman, partitioned, widest occasionals, excellent throughout.

LIMOUSINE, 1949 partitioned, 7-passenger, black cloth rear, heater, nice order, reasonable cost.

LIMOUSINE, 1950, partitioned Pullman, forward occasionals, black, exceptional throughout, selection £985.

LIMOUSINES, 1951, partitioned Pullmans, forward occasionals, excellent selection, desirable condition, leather also cloth interior, lavish equipment, competitive price, inspection invited.

LIMOUSINES, Selection 1952 Pullmans, partition, forward occasionals, black, nominal mileages, privately owned, meticulously maintained, competitive prices.

SEVEN-PASSENGER, 1952 Imperial Saloon, leather throughout, forward occasionals, lavishly equipped, original private owner, genuine mileage 15,000, immaculate, £1295. Selection from £985. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair 2941. [C1006

Humber Cars Wanted

ROOTES, Ltd., DISTRIBUTORS, REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

ROCHESTER.—(Chatham 2231.)

WROTHAM HEATH.—(Borough Green 4.)

MAIDSTONE.—(Maidstone 3333.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

CANTERBURY.—(Canterbury 3232.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

EMA Ltd., Grove Rd., Southsea, Portsmouth 2168. [0410/R

LOW mileage Pullman, preferably one owner.—Price and full details to Fox 8233. [9292

HUMBER buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2.

ALL Humber models wanted urgently, inspection arranged anywhere in the country.

GORDON CARS (LONDON), Ltd., 26, Northend Rd. (opposite Golders Green Station), N.W.11. Speedwell 4701. [7039

7-PASSENGER privately owned 1938/1946/7/48 Limousines urgently required. Below.

7-PASSENGER 1949/50/52 Limousines and Imperial Saloons, also private 1938/39 Limousines urgently required, cash waiting. Alpe & Saunders, Ltd., 2, Providence Court, North Audley Street, Mayfair 2941.

ALMOST new Humber required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

REQUIRED, really good post-war Humber.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

TOP prices paid for 1949 onwards Pullman limousines and Imperials.—Woodall Nicholson, Ltd., Well Lane, Halifax. Tel. 4231. [0330/R

CRIPPS of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0553/R

Humber Spares and Service

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories. [0398/R

JAGUAR

HENLYS, Ltd., ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 3444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Rd. (Ealing 3477), Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0027/R

BENTALLS, Ltd.

1950 Jaguar Mark V, blue, blue upholstery, replacement engine; £725.

1950 Jaguar Mark V, black, grey upholstery, radio, heater; £675.

1946-7 (registered December) Jaguar 1½-litre saloon, black, brown upholstery, radio, heater, loose covers; £425.—Kingston-on-Thames. Kingston 1001. [C1093

NEWNHAMS, Ltd.

1954 Jaguar Mark VII, grey, 7,000 miles, excellent condition; £1,350.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

SLOCOMBES, Ltd.

JAGUAR XK120 1950, December, fine order; £745; terms, guarantee, part exchanges.—38-52, Dudden Hill Lane, near Dollis Hill Underground. Willesden 4869. [C4017

TOM GARNER, Ltd., offer:—

1953 Jaguar Mark VII saloon, black, 5,000 miles only; £1,350.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

AUTOMOBILIA, Ltd., offer:—

1947 1½-litre Jaguar 4-door de luxe sunshine saloon black, brown hide, radio, heater, fog lamps, excellent condition; £435.—Automobilia, Ltd., Pipbrook Garage, Dorking 4304. [C1089

ROSE & YOUNG, Ltd., offer:—

XK120 C, latest modifications, Weber carburettors, very fast.

1954 Jaguar XK120 drop head coupe, 3,000 miles, fitted radio, chrome rims, whitewall tyres, etc., immaculate, birch grey; £1,350.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

JAGUAR

H. R. SAUNDERS Ltd., offer:—

1952 Jaguar Mark VII saloon, black, brown upholstery, recorded mileage 22,470; £1,095.—836-842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

PHILIP RICKARDS, Ltd., offer:—

1954 Jaguar Mk. VII saloon, grey, radio, 700 miles only; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

SAUL & SLATTER, Ltd., offer:—

1953 (Sept.) Jaguar Mk. VII saloon, black with red upholstery, one owner, 14,000 miles, in exceptional condition; £1,195.

44-46 Aldermans Hill, London, N.13. Tel Palmers Green 3631-2-3. [C4002

DUNCAN HAMILTON & Co offer:—

1951 XK120, colour ivory, one owner since new, high lift camshaft, twin exhausts, moderate mileage; £795.—33, High Rd., Byfleet, Surrey. Byfleet 3101, day and night. [C1091

CHIPSTEAD MOTORS, Ltd., offer:—

XK120 1951, silver and fawn, modifications include high lift cam, 8 to 1 pistons, stiffened suspension, dual exhausts, etc., dual flame throwers, immaculate and one of the prettiest XK120s on the road; £850.

XK120 1951, racing green, special Tygan covers, new hood, dual flame throwers, heater, screen washers, racing filler cap, new front suspension and tyres, replacement, works 8 to 1 engine, really terrific performance, dual exhausts; £865.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154.

GUY SALMON AUTOMOBILES, offer:—

1954 Jaguar XK120 drop head coupe, 9,000 miles only, British racing green, Michelin X tyres licensed December 31, superb condition; £1,395.

1952 Jaguar Mark VII saloon, 23,000 miles only from new, radio, heater, demister and wing mirrors, taxed to December, a most exceptional and well maintained example; £1,050.

1952 3 Jaguar XK120 sports 2-seater, 20,000 miles only, radio, one very careful owner; £945.

1951 Jaguar Mark V 3½-litre drop head coupe, black/red leather, 24,000 miles only from new, a most excellent example; £835.—Portsmouth Rd., Thames Ditton. Emberbrook 5551/2/3. [C4001

KNIGHTSBRIDGE MOTORS Ltd., offer:—

1954 (May) Jaguar XK120 drop head coupe, dark green, loose covers, heater, Ace Rimbellishers, 6,000 miles, taxed December, in new condition; £1,385.

1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. [C2063

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1947 Jaguar 2½-litre 4-door sunshine sports saloon, green with hide upholstery, radio, heater, loose seat covers, passlight, discs, other extras, an excellent example of this popular model; £415.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040.

WOKING MOTORS (MAYBURY HILL), Ltd.

1951 Mark V drop head coupe, grey and grey, 12,000 miles guaranteed, spare unused, radio and heater, taxed, in new condition; £895; exchanges and terms.

1948 Jaguar 1½-litre special equipment saloon, beige and green, 28,000 miles, one owner, chauffeur maintained; £550; exchanges.—Woking 1926. [C4057

COOMBS & SON (GUILDFORD), Ltd., offer:—

1951 Jaguar XK120, full racing modifications, one owner since new; £975.

1954 Jaguar Mark VII, works mileage; £1,450.

COOMBS & SON (GUILDFORD), Ltd., St. Catherine's Garage, Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. [C2051

LAMBS OF WOOD GREEN, the Jaguar specialists.

£835 !!!—1951 Jaguar Mark V drop head 5-seater coupe, literally like brand new throughout and irreplaceable.—Below.

£745 !!!—1951 Jaguar Mark V 3½ de luxe saloon, spotless condition, one owner, carefully used.—Below.

£475 !!!—1948 Jaguar 3½ de luxe saloon, bodywork spotless, interior original unmarked; if you see this you will buy it.—Below.

£455 !!!—1948 Jaguar 1½ de luxe saloon, carefully used specimen, only two owners, immaculate condition.—Below.

£299 !!!—1939/40 Jaguar 2½ sports saloon, late owner enthusiast maintaining this vehicle perfectly, choice also another 2½ and 3½ saloons.—Below.

£295 !!!—1939 Jaguar 1½ de luxe saloon; this vehicle looks and runs like 1948 model above; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221.

1938 3½-litre saloon; £245.—Johnson & Brown, Ringers Rd., Bromley. Ravensbourne 2322.

PERFORMANCE CARS.—Choice of 3 immaculate XK120's.—See under "Sports Cars." [C3041

1947 Jaguar 3½-litre S.E. saloon, fitted reconditioned engine August, opportunity; £345.

GROSVENOR MOTORS (MANCHESTER), Ltd., 185, Oxford Rd., Manchester, 13. Tel. Ardwick 2950. [C2076

BEARTS OF KINGSTON. Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin 3348. [0081/R

£425.—Jaguar 1½-litre 1947 sports saloon, exceptionally good mechanically, cellulose and interior; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

1954 Jaguar Mk. VII saloon, dove grey, overdrive, 1,800 miles, as new, guaranteed; £1,495.—City Motors, Oxford 47491. [9233

1951 3½ d/h coupe, 2 col. scheme, loose covers, every conc. extra, imac. cond., one owner, 26,000 mls; £775.—Box 8288. [9365

1954 Jaguar Mk. VII saloon, suede green, 700 miles only, fully guaranteed; £1,450.—Great Western Motors, Reading 2036. [9294

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

£195—Genuine 1939 Jaguar 3½-litre grey sports saloon, bargain, £65 down.—Bray Motors, 180/184, West End Lane N.W.6 Hampstead 6490.

1954 (June) Jaguar XK120, white, red trim, 3,000 miles H.C. model, as new; £1,385; exchanges, terms.—Turnbulls, Ltd., Plymouth 4314. [9266

JAGUAR 3½-litre saloon, 1949, cream with green leather, 40,000 miles, excellent condition; £550.—Tel. Ashford Middlesex 3557. [9405

£259—1939 Jaguar 1½-litre 4-door sports saloon.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

1952 (December) 3½-litre Jaguar Mark VII saloon, genuine mileage 17,000, colour black, brown upholstery, one owner, taxed December 31st; £1,050.—MacVitie, Malvern. Tel. 300. [7691

1953-4 Mark VII Jaguar saloon, excellent condition; £1,220.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

JACK ROSE, Ltd., offer:—1953 Series Mark VII Jaguar saloon, in two tone grey, with red hide, new tyres, any examination; £1,145.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

1953 Jaguar Mk. VII saloon, first registered 4.12.52; black, red trim, one owner, 19,000 miles, immaculate; £1,185; exchanges, terms.—Turnbulls, Ltd., Plymouth 4314. [9267

1946 2½-litre Jaguar saloon, mechanically excellent, immaculate cellulose; £560 or £90 deposit, terms.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068/1

1946 Jaguar 2½-litre special equipment saloon, black, one owner, genuine mileage 49,000, taxed year, a specimen example; £365.—Glover's Cars, Ltd., 4-6, High St., Worthing 4943. [9426

1948 3½-litre Jaguar, rebored, new bearings, etc., coachwork spotless, guaranteed; £435 or £110 deposit, terms.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1954 Jaguar Mark VII, 4,000 miles, H.M.V. radio, Ace rimbellishers, extras, as new throughout; £1,425.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557/6970. [C3006

1954 (July) Jaguar Mark VII saloon, overdrive, whitewall tyres 950 miles only; attractive price.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2029

£425!!! Jaguar special equipment 1½-litre sports saloon, 1947, late registration, car equipped with heater, pass lights and discs, delightful performance, excellent tyres and a really smart-looking car.

£650!!! Mark V Jaguar saloon 1949/50, carefully used by enthusiast owner and in particularly nice order throughout, serviced and maintained since new by Jaguar agents.

MANY other Jaguars in stock from 1939 at £175 to a Mark VII, 11,000 miles, at £1,095

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. [C1035

1495gns.—Jaguar, April, 1954, Mark VII saloon, pastel blue, blue leather, overdrive, radio, one owner, 1,100 miles, brand new condition; terms, exchanges.—Rowland Smith, below.

645gns.—Jaguar, 1951 model Mark V 3½-litre saloon, silver grey, sliding head, red leather, heater, exceptional; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

XK120 Concours winner, exceptional condition, has been maintained regardless, all modifications, etc., recent overhaul, easy terms; full details.—Basil Tye, 81, Hitchen Hatch Lane, Sevenoaks, Kent. [9226

1951 Jaguar XK120, carefully used, unmodified, never raced, nearly new condition, fitted heater, very low mileage, finished ivory; £865.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035

1938 Jaguar 3½-litre sports saloon, resprayed, excellent mechanically, any trial; £165 or £55 deposit, balance 18 months; exchanges, insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [C4071

1948 Jaguar 3½-litre in superb condition, radio and heater, 5 new tyres, reconditioned engine fitted by Jaguars 8,500 miles ago; reason for sale, owner going abroad permanently; price, £425.—Tel. Oxted 923. [9254

1954 (August) XK120 drop head coupe, black, 3,000 miles, radio, seat covers, numerous extras, virtually new; £1,335.—Tolworth Motors, Ltd., The Broadway, Kingston By-Pass, Tolworth. Elmbridge 2254-5. [C4081

JAGUAR XK120, 1951, genuine mileage 19,000, green, general condition and paintwork immaculate, this car has been very carefully used and never raced; £850.—Newton & Bennett, Valetta Rd., Acton, London, W.3. She. 3445. [8848

1950 Mark V, black saloon, 3½-litre, brown leather, wireless, heater, unmarked; this car has been chauffeur driven and the property of a director of a garage.—R. Holsworth, Ltd., Old Kent Rd. Railway Station, S.E.15. Tel. New Cross 0622. [9468

Jaguar Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

BENTALLS, Ltd.

WE are interested in the purchase of Jaguar cars.—Kingston-on-Thames. Kingston 1001. [W1093

COOMBES & SONS (GUILDFORD), Ltd.

URGENTLY wanted good condition post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0234/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars.—Tel. Palmer's Green 3631-2-3. [W4002/R

ALMOST new Jaguar required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta 8000 Seven Sisters Rd., Tottenham, N.15. [0180/R

PERFORMANCE CARS urgently require Jaguars.—1, Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

1½-litre Jaguars urgently required.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2843. [W2057

Jaguar Spares and Service

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models from 1938.

AND at Manchester, Cheetham Hill Rd. Deansgate 6216-7.

QUICK completion of repairs. [0563/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares, Jaguar repairs and maintenance.—Service Station, Green Lanes, N.13, Palmers Green 3631-2-3. [S4002/R

KJ MOTORS, Ltd.—Spares, reconditioned units, Girling, Radiomobile agents.—Bromley. Rav. 3456. [0367

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0435/R

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22394. [0430/R

LEX GARAGES, Ltd.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Lex Garages, Ltd., Forty Avenue, Wembley. Arnold 1154-5. [0719/R

LEONARD WILLIAMS & Co., Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0528/R

DISMANTLING six Jaguar and S.S. models, 1938 3½-litre, 1937 2½, 1936 1½, 1935 SS.20, 1933 and 1934 SS.16; rapid c.o.d. service.—Wards "Motolympia," Leasowe Rd., Wallasey. Tel. Wallasey 4151. [0202/R

JEEP

JEEPS, private or commercial, all spares, return post.—Wick Autos, Hampton Wick, Kin. 4718. [0820/R

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies, utilities, 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013-0621. [0241/R

£120 buys a special bargain.—See Metamet, famous for 12 conversions.—98B, Belsize Lane, N.W.3. Hampstead 8231. [0527/R

JEEPS!!! Several first-class Willys and Ford Jeeps; also comprehensive stock of spares.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

REBUILT Jeeps (full guarantee equivalent to a maker's), own vehicle taken part exchange; h.p. terms available.—Mansell & Fisher (see Jeep Spares, below). [C3066

145gns.—Jeep (Ford) registered 1953, hood, spare wheel, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

UNIVERSAL CAR DISTRIBUTORS (LONDON) Ltd.—Jeep spare parts, home and export; 1954 illustrated assembly guide and parts catalogue, price 1/-; largest stocks, lowest prices; exchange plan engine, gear box, clutch, etc., noted for all American spares.—331-333, High Rd. Chiswick, London, W.4. Chiswick 1919/6850 [C0335/R

Jeeps Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jeeps.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Jeep Spares and Service

JEEP Service Station, overhauls, repairs, all Jeep spares available, exchange plan all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5785, 4732, 4738. [C3066

JENSEN

BROOKLANDS, Jensen distributors.

1951 Jensen 4-litre 4-door saloon.

BUY or sell with confidence; open 9 until 7.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

JOWETT

WM WELBECK MOTORS, Ltd., for Jowetts:—

THIS is your very last opportunity to buy a brand new and unused Javelin; we offer, at maker's list price, the last new Javelin standard saloon in gold with red leather, also one, and only one, new and unused Javelin de luxe in gold with red hide at £1,025; this is a very special and hand-finished example.

A selection from our stock:—

1953 Javelin de luxe in black with red hide, 8,000 miles; a very rare opportunity to acquire a virtually brand new Javelin of the latest type (full Series III); £750.

1953 Javelin de luxe, full Series III, grey, with red hide, 10,000 miles; £700.

1953 Javelin standard saloon, full Series III, gold with red leather, 15,000 miles; £625; remarkable value for money.

1949 Javelin, beige; £450.

JUPITERS.

1953 Jupiter Mark IA, with opening boot, full Series III, 10,000 miles, dark green with beige leather, heater; £735.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (nr. Baker St. Station). Welbeck 1139 (6 lines). Far the largest Jowett agents in the country. [C4049

DICKS.

1951 Jowett Javelin saloon, full de luxe, positively unmarked; £550.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn Maida Vale 6888-9. [C1072

1949 Jowett Javelin de luxe salon, radio, good order, 3 months' guarantee; £395.

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (5 lines). [C1061

JOWETT

COF P.

JOWETT distributors.

1953 Javelin de luxe, finished in beige with red leather, twin spot lamps and wing mirrors; £655.

1952 Javelin de luxe finished black with brown leather, recent engine overhaul, twin spot lamps; £595.

CLARKES OF PIRBRIGHT, near Woking, Surrey. Brookwood 2201. [C1049

NEWNHAMS, Ltd.

1952 (Sept.) Jowett Javelin de luxe saloon, fitted heater, Ace Rimbellishers, genuine mileage 3,900, one owner, as new; £685.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

AUTO SALES (LONDON), Ltd., offer:—

1952 Jowett Javelin saloon, in beautiful condition throughout, 17,000 miles only; £525.—Auto Sales (London), Ltd., Belsize Rd., N.W.6. Maida Vale 5555. [9482

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1953 (June) Javelin de luxe saloon, maroon/beige, hide, immaculate, highly recommended; £630.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

1951 Jowett Javelin; £450.—Wimbush, Ltd., 35, Headfort Place, London, S.W.1. Sloane 0151. [9272

1950 (Aug.) Javelin de luxe, grey, red leather, 24,000 miles; £500.—Tickford, Ltd. Temple Bar 3338. [C4029

1950 Javelin de luxe saloon, maker's series III engine just fitted, radio and heater, superb condition throughout; £525.

1952 Javelin de luxe saloon, one owner, radio and heater, superb condition; £575.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 8104. [C4053

1938 Jowett 7hp 4-door saloon, black, one owner; £125.—F. L. Cranmore, Ltd. Tel. Potters Bar 2040. [C1062

1952 Javelin, one owner, Series III engine, heater, superb condition; £485.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C5045

JAVELIN de luxe, reg. Feb., 1953, 20,000 miles, green; this car is immaculate inside and out; genuine reason for sale; bargain, £555.—Box 8215. [9251

1952 Jowett Javelin, superb order; £565.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

HILLWOOD MOTORS.—Jowett Javelin, Nov., 1949, de luxe saloon, grey, beige leather, fitted radio and heater, one owner; £435.—Mill Hill (London) 4232. [9354

1953 (Sept.) Javelin de luxe, bronze/red leather, 18,000 miles, immaculate, one owner, £610, also similar 1952, met/grey, red hide; £575.—Braid's, Eurton-on-Trent 4894. [9331

1953 Javelin de luxe, radio, heater, windscreen washer, one owner, bronze with red interior, only 16,000 miles, guaranteed; £695.—Campbell Symonds, Wembley 6262. [C1037

£495.—Javelin de luxe saloon, 1950, radio and heater, excellent condition throughout, turquoise, beige leather, taxed.—Johnson & Brown, Ringers Rd., Bromley, Ravensbourne 2322. [C2073

1951 (Oct.) Javelin de luxe saloon, metallic grey, small mileage, immaculate, one owner; £525; part exchanges, deferred terms.—Peter Guest, Ltd., King's Lynn. Tel. 4129. [7656

£455!!!—1950 series Jowett Javelin saloon de luxe, immaculate bodywork, excellent interior, speedometer reads 28,000, whole vehicle magnificent; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423 High Rd., Finchley, N.12. Finchley 4721.

95gns.—Jowett, 1935 7hp 4-door saloon, sliding head, one owner, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£495!!! Jowett Javelin saloon 1950, late property of elderly vicar and a particularly well-maintained and carefully driven car, Series III engine fitted very recently, 6,000 miles, superb order throughout.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. [C1035

1952 Javelin de luxe saloon, finished black/brown hide, fitted H.M.V. radio and heater; this car is positively unmarked and immaculate throughout, and is one of the finest examples we have to hand, genuine mileage from new 16,000 only; for the potential Javelin buyer this represents outstanding value at £580.

GORDON WHITE & Co., Ltd., Gerrards Cross 2077. [9539

1952 Javelin de luxe saloon, finished black/brown hide, fitted H.M.V. radio and heater; this car is positively unmarked and immaculate throughout, and is one of the finest examples we have to hand; genuine mileage from new 16,000 only; for the potential Javelin buyer this represents outstanding value at £580.—Gordon White & Co. Ltd., Gerrards Cross 2077. [9268

Jowett Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WM WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 1139. Largest Jowett agents in the country would very much like to buy your Javelin or Jupiter if it is quite perfect and exceptional for its year. [W4049

H. A. SAUNDERS, Ltd., Golders Green, require:—

JOWETT cars, all models, for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004

PRIVATELY owned Javelin.—5, Brae Court, Kingston Hill, Surrey. Tuse Hill 2768. [W2037

JAVELIN and Jupiter wanted.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424.

1952—53 Javelin de luxe required, one owner, private buyer; Surrey.—Box 8213. [9249

ALMOST new Jowett required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Jowett Spares and Service

F. FAIRMAN & SONS, Ltd., East Surrey distributors.

COMPLETE spares for Javelins and Bradfords, always in stock; specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. [0961/R

KINGSTON-ON-THAMES, Jowett distributors; all spare and replacement units available, plus specialised service.

G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kin. 2241-2. [S4053/R

EAST Anglia.—For all Javelin and Bradford spares.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. [0364/R

JOWETT spares; Gordon Cars (London), Ltd., have the largest stock of spares and give the finest service.—7-9, Russell Parade, Golders Green, N.W.11. Speedwell 9761. [0133/R

BUNTINGS MOTOR EXCHANGE offer unrivelled service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0073/R

A.V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents; offer 28 years' Jowett experience, spares and service. [0759/R

GODFREYS, Ltd.—Spares and service for Jowett and Bradford; specialist repairs.—228-234, London Rd., Croydon, Cro. 3641-2; and Bushwood Corner, Leytonstone, E.11. Wan. 5101-2. [0463/R

LAGONDA

METCALFE & MUNDY, Ltd.

1939 Lagonda LG6 saloon, black, brown hide, Sanction IV engine, H.M.V. push button radio, a very beautiful car

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

CHIPSTEAD MOTORS, Ltd., offer:—

??? 2.6 late 1950 sports saloon, beautifully finished in light grey with dark grey wings, chrome wheel rims, heater, demisters, dual pass lamps, etc., immaculate condition throughout, cost approx. £2,300; first offer of £985 secures.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

BROOKLANDS: Lagonda distributors.

LATEST 1954 models, 2-door saloon, power-operated coupe, coachwork by Tickford, on show and for demonstration.

1954 Lagonda 3-litre Tickford coupe, 2,000 miles.

1952 Lagonda 2.6-litre drop head coupe by Tickford.

1950 Lagonda 2.6-litre saloon, radio, heater.

BUY or sell with confidence; open 9 until 7.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

GUY SALMON AUTOMOBILES, offer:—

1950 Lagonda 2.6-litre saloon, recently overhauled by manufacturers metallic grey, blue leather, excellent history, moderate mileage, thoroughly recommended; £985.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1951 2½-litre Lagonda saloon, finished grey, blue leather, fitted heater, spotlamps, screen-washer, low mileage, immaculate condition throughout; £1,250. [C1001

PERFORMANCE CARS, a good selection always available; written guarantee.—See under "Sports Cars." [3041/R

DAVIES MOTORS, Ltd. (Managing Director J. E. Davies, 20 years service manager to Lagonda, Ltd.)

1936 4½-litre sports saloon, recent engine overhaul.

1938-9 V.12 sports saloon, Sanction 2, 5,000 miles since £700 overhaul.

273, London Rd., Staines. Tel. 4211-5. [C1080

1938 Lagonda V.12 saloon, new engine by Lagondas, guaranteed; £395, payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1951 Lagonda saloon, black with blue leather, H.M.V. radio, twin fog lamps; in first-class condition throughout; £1,125.—Tel. Pal. 1441 day, Lab. 2953 evening. [9244

£140—4½-litre pillarless saloon, 1934, an exceptional example; £30 deposit! Exchanges.—Searle, 45, Park Rd., Hampton Hill, Middlesex. Molesey 4614. [C4069

1938 Lagonda V.12 saloon, body by H. J. Mulliner, in exceptional condition; £750.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2042

1950 Lagonda saloon, with very late D.B.2 engine recently installed, very beautiful condition; £935.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036

295 gns.—Lagonda, 1936 L.G.45 4½-litre pillarless saloon, sliding head, leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1935 Rapide, completely rebuilt throughout, rebored, crankshaft ground, racing metal bearings, engine balanced in unit with new clutch, all work by Laystalls, new radiator, brakes, tank, rebuilt back axle, recellulosed, rechromed, over £1,000 spend last 3 years by meticulous enthusiast, used summer only; £550.—Box 8066. [8883

Lagonda Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (Managing Director: J. E. Davies, 20 years service manager to Lagonda, Ltd.) Specialists in all aspects of service.—273, London Rd., Staines. Tel. 4211-5. [S1080

LANCHESTER

STRATSTONE, Ltd., Lanchester Distributors.

LANCHESTER 14 saloon (1953), under 10,000 miles, grey, red leather; £950.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1938 Lanchester 10, amazing condition; £240, or £80 deposit; terms.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

95 gns.—Lanchester 10, 1934 saloon, leather, pre-selector, good tyres; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

J. DAVY, Ltd.—Lanchester 10 de luxe saloon and immaculately chauffeur-maintained car in royal blue/blue hide, heater, etc., genuine low mileage and in practically new condition; £575.—Western 9641 and Knightsbridge 4211. [C1069

1947 Lanchester 10 saloon de luxe, finished royal blue/blue leather, new engine, fitted 5,000 miles ago; this car was originally supplied by us and has been maintained by us since new, chauffeur driven taxed, in superb order throughout; £450.

GORDON WHITE & Co., Ltd., Gerrards Cross 2077. [9537

1953 Lanchester 14hp, guaranteed unmarked pastel green, fawn interior, walnut facia and cappings, cast aluminium sills and pillars, extras, clock, twin speakers, Smith's Radiomobile, best whipcord covers by Daimler, 11,000 miles; best offer.—Alderson, 16, The Chesils, Coventry. [9375

Lanchester Cars Wanted

WANTED urgently, post-war or modern 11 and 14hp models.

JOHN WILSON AUTOS, Sanderstead Rd., Sanderstead, Surrey. Sanderstead 4260. [W4055

KIRKWOOD CARS buy pre-war Lanchesters.—78, Streatham Hill, S.W.2. Tulse Hill 1288. [W2037

REQUIRED, really good Lanchester.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

XXX H. F. Edwards offer immediate cash for good Lanchesters.—28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Lanchester Spares and Service

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering services, Lanchester cars, preselector gear box exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Kensington 7301. [0237/R

LANCIA

LANCIA Aprilia 1939 cabriolet by Ghia, in excellent mechanical condition; £295.—Chapman, 37, Park Sq., Leeds. [9396

APRILIA, 1937, good condition, owner gone overseas; £300.—Skinner, 22, Sunny Close, Worthing (Goring-by-Sea 41298). [9397

£85.—Enthusiasts, look!—1931 Lancia Dilambda 4-door saloon, a beautiful engineering job.—Bray Motors, 180-184, West End Lane N.W.6. Hampstead 6490. [1024

Lancia Cars Wanted

APRILIA, preferably post-war.—Box 8216. [9252

LANCIA Aprilia wanted, 1937 or later, reliable; £250 cash; London.—Box 8287. [9363

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [0320/R

LEA-FRANCIS

GE 1953 absolutely outstanding 2½-litre Lea-Francis, one owner, 17,000 miles only, fitted fully streamlined 2-door close-coupled 2/4-seater sports drop head coupe with totally disappearing mohair hood, wind-down windows and encased rear wheels, finished immaculate British racing green cellulose, silver wheels, brilliant chromium plate, finest beige leather upholstery, tailored loose covers, with matching accessories and all-over centre zipp tonneau, equipped, close-ratio remote control gear box, sprung steering wheel, 120mph speedometer, revolution counter, comprehensive instrument layout, map light, reversing lights, twin Flamethrower pass lights with stoneshields, twin-tone horns, bumpers, over-riders, dual mirrors, all tools, instruction manual, etc.; serviced by Lea-Francis, Ltd., including decarbonised, brakes relined and fitted Alfin brake drums; extremely potent with superb handling; virtually indistinguishable new throughout; 825gns; written guarantee; hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden 118. [C2000

CHARLES FOLLETT, Ltd., sole distributors Lea-Francis, London and Home Counties, offer:—

1951 Lea-Francis 2½-litre streamlined saloon, black, radio, heater, sun roof, very modern appearance, comfortable seating, excellent performance, a most attractive car; £895

1951 Lea-Francis 14hp estate car, natural wood and metallic beige, one owner, carefully maintained; £685.

1951 Lea-Francis 14hp saloon, black, one owner, heater, 31,000 miles, fully serviced and checked; £625; all the above cars are guaranteed for 3 months.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1947 Lea-Francis 14hp sunshine saloon, black and grey, heater, fast and handsome; £375 o.n.o.—Box 8243. [9318

445 gns.—Lea-Francis, 1948 14hp sports saloon, sliding head, leather, heater, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Lea-Francis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Lea-Francis Cars Wanted

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Lea-Francis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6305. [W2040

REALLY good 2½-litre Lea-Francis streamline saloon wanted.—34, Leigh Rd., Leigh-on-Sea 78665. [9411

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0592/R

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595/R

LIMOUSINES

£175.—1937 21hp Hillman; £395, 1933 25hp Rolls-Royce; £430, 1939 18hp Austin Ivor.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022

165 gns.—Daimler, 1936 L.Q.3 24hp 7-passenger limousine, face forward occasionals, division, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

A&S Offer 7-passenger privately owned Limousines at competitive prices, comprehensive guarantee (See Classified Advertisements) 1951/52 Austin Hirecars, 1951/52 Sheerline, 1949/50/51/52 Humbers, also privately owned 1936/37 Rolls-Royce and Rolls-Wraith Deluxe Hooper. (Detailed lists). Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006

LINCOLN

ON all matters of sales, spare parts, repairs and service, consult us the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0747/R

MASERATI

£495!!—1½-litre twin camshaft, supercharged single-seater racing Maserati, independent suspension, two L.S. hydraulic brakes, oil cooler, Borani racing wheels, fitted new racing tyres, in superb order throughout with some spares, capable of 135mph.

BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembridge Mews, W.11. Bayswater 3951. After 6, Livingstone 4627. [C2009

MERCEDES-BENZ

1937 Mercedes-Benz model 170 V saloon, very recent bills £100 on overhaul; £345.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036/1

1954 series Mercedes-Benz Type 300 saloon de luxe, radio, covers, 19,000 miles, chauffeur kept, quite unworn; £2,695.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6861. [C4036

1953 (Sept.) Mercedes-Benz Type 220 saloon, black, grey, cloth, many extras, 10,000 miles, practically indistinguishable from new, owner purchased latest model; £1,550; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4055

1939 (regd. 1938) Mercedes-Benz 540K 4-seater drop head coupe by Lancefield, cream with blue wings, 49,000 miles since new, maintained throughout by Mercedes, immaculate condition, mechanically perfect.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

£375!!!—Mercedes-Benz 14hp 4-door sports saloon, first registered 1949 but probably just pre-war model; this vehicle is magnificent and practically in post war condition, only one owner has genuinely kept this vehicle beautifully, 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [4735

MERCURY

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires, in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0748/R

M.G.

PC

PERFORMANCE CARS.

THE biggest and best guaranteed selection of sports cars in the country. From 150 cars:—

LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of comprehensive stock, not just one which might prove unsuitable.

CHOICE of M.G. T.F., immediate delivery, £780/5/10; choice of 2 T.D.s; 1953, £595; 1951, £525.

CHOICE of 5 T.C.s:— 1949, £425; 1948, £395; 1948, £385; 1947, £375; 1946, £355.

CHOICE of 6 T.A.s:—1939, 2 from £285; 1938, 2 from £275; 1937, £255; 1936, £245.

CHOICE of 2 P.A.s:—1934, £165; 1935, £175; choice of J.2s: 1934, £145; 1933, £125.

CHOICE of M.G. T.A. Tickfords; 1938, 1939, £275, £295; M.G. T.B. 2-seater, 1939, £315.

CHOICE of M.G. 1937 2-litre saloon, £195; 1938 drop head foursome, £225; 1939 2.6 saloon, £195.

CHOICE of M.G. Magnette 2-seater, £95; M.G. Magnette 4-seater, £165; M.G. P.A. special, £145.

IMMEDIATE hire purchase, insurance and part exchanges; many others in stock; see under "Sports Cars."

PERFORMANCE CARS, Great West Rd., Brentford, Middlesex. Ealing 8841. [C3041

SLOCOMBES, Ltd.

M.G., choice of 2, T.F. 1954, £695; 1¼ saloon, 1951, fine example, £595; terms, guarantee, part exchanges, cars or motor cycles.—58-52, Dudden Hill Lane, near Dollis Hill Underground. Willesden 4869. [C3017

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

TOULMIN MOTORS.

M.G. 1½-litre saloon, 1951, completely overhauled, extra stabilisers fitted, dual green, fully guaranteed.—Toulmin Motors, 343, Staines Rd., Hounslow, Mdx. Tel. Hou. 3456 and 2238. [9981

CLUBMAN AUTOS, Ltd., offer:—

1949 M.G. T.C., red, one owner, immaculate; £425.

1947 M.G. T.C., black; choice of two; £345 and £355.

H.P.—Motor cycles taken in exchange.—138-142, Tooting High St., S.W.17. Balham 3484. [C1095

WARWICK WRIGHT, Ltd., offer:—

1953 M.G. Z.A. Magnette saloon, radio and heater, gun grey, 9,000 miles; £925.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

PARADE MOTORS (MITCHAM), Ltd., offer:—

1953 M.G. T.D., black and green, fitted twin spot lights, mirrors, etc., low mileage; £535.

1947 M.G. T.C., black and green, fitted radio, luggage carrier, many extras; £365.

1947 (reg.) M.G. special 2-seater, fitted with Ford engine, i.f.s.; £135.

1938 M.G. 12hp V.A. drop head coupe, green and beige, excellent condition; £275.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [C5056

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 (March) M.G. (T.F.) 2-seater, black/beige hide, one owner, 5,500 miles, spare unused, plated luggage carrier, many extras, carefully run-in; £685.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

1954 M.G. T.F. 2-seater, immaculate, as new; £695.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2674-5. [9534

1948 M.G. 1½ saloon, £495; written guarantee; H.P.; exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052/53/54, any time. [C4065

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1951-2 M.G. T.D., finished black, red leather, fitted luggage rack, spotlamp, low mileage, one owner, immaculate condition throughout; £550. [C1001

1938 M.G. T.A.; £245; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0082/R

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0396/R

1953 (June) M.G. 1½-litre saloon, black, beige leather, 13,000 miles, one owner, excellent condition; £780.

CASTLE'S, Church Gate, Leicester. Tel. 65251. [9303

1954 M.G. Magnette, green, 5,700 miles, under-seated, radio covers; £990.—Palmer, 700, Osmaston Rd., Derby. [9444

M.G. sports, T.C. model, black, green leather, chrome luggage carrier at rear, condition equal to low mileage 1954 model, bargain, £445, 22,000 miles only.

DOUGLAS CAR SALES, 806/822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1015

1953 M.G. T.D. model, colour green, mileage 9,000, one owner, perfect throughout; £575.—Abbotts Garage, Earls Barton, Tel. 344, Northants. [9467

JACK ROSE, Ltd., offer 1954 (Sept.), guaranteed 200 miles only, T.F., in red; £725.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

£245—1937 T.A. M.G. red sports 2-seater, a really good example £80 down.;—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£715—1954 T.F. sports 2-seater, black, beige leather, plated luggage grid, 5,000 miles, as new.—Robbins, East Putney. Tel. 7981. [C3054

M.G. 1½ saloon 1951, reconditioned twin-carburettor engine, spotless condition, heater, windtones, covers; £600; h.p. obtainable.—Apply owner since new, Tacon, 126, Thorpe Rd., Norwich. [9321

ARCHIE SIMONS & Co., Ltd.—1949 (Nov.) M.G. 1½-litre saloon, colour green, fitted radio, in excellent condition throughout; £575.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

1938 T.A. M.G., green, owner forced to sell, personal reasons, car in excellent mechanical condition; also best quality car cover; £280.—Tel. Mitcham 1045. [9324

1953 M.G. 1½ saloon, grey, 9,000 miles, one owner, heater, £695; 1954 M.G. T.F., regd. 5,000 miles, extras, £685.—Tel. Bec. 6840. 115, Foxgrove Rd., Beckenham, Kent. [9433

1954 M.G. T.F., under 500 miles, £695; 1953 M.G. T.D., under 4,000 miles, extras; £615.—Litherland Motors (Liverpool), Ltd., Hawthorne Rd., Liverpool, 21. [9309

1939 M.G. 1½-litre drop head coupe, excellent all-round condition; £275; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge 3122 (opposite side entrance G.P.O.). [C3055

1954 M.G. Magnette, black, green upholstery, as new, 600 miles only; £1,015.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016

675 gns.—M.G. Midget, June 1954 T.F. 2-seater, ivory, red leather, 2,000 miles, spare unused, brand new condition; terms, exchanges.—Rowland Smith, below.

525 gns.—M.G. Midget, 1952 model T.D. 2-seater, tuned stage II, excellent condition; terms, exchanges.—Rowland Smith, below.

95 gns.—M.G. Midget, 1933 8hp J2 2-seater, maroon; choice of 7 Midgets; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1951 M.G. 1½ saloon, black/beige, heater, one owner, written guarantee; £625.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

M.G.

1953 (June) T.D., M.G., 9,000 only, red with beige leather, badge bar, spot lamp, luggage rack, whole car as new; £565.—Tel. Pal. 1441 day, Lab. 2953 evening.

M.G. (August 1954) T.F. sports, grey with red leather, mileage 2,600, as brand new in every respect, owner called abroad unexpectedly; cost £789, taxed year; accept £660.—Tel. Birmingham South 3018. [9368

1953 M.G. T.D., black with champagne upholstery, fitted heater, spot, Whitewall tyres, 11,000 miles, absolutely immaculate; £560.—The Sefton Garage, New Chester Rd., New Ferry, Cheshire. Rockferry 1322.

ROSE & YOUNG, Ltd., offer 1953 M.G., T.D., 2-seater, low mileage one owner, exceptional condition; £565.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

1953 M.G. 1¼-litre Y.B. saloon, fawn, red upholstery, recently decarbonized, excellent condition, one owner-driver, fitted altimeter and compass, 20,000 miles; best offer over £700.—L. C. Hill, Chemico Works, Shirley, Birmingham. [9345

1949 M.G. T.C. 2-seater sports, heater, spot lights, Fram filter, demisters, hood, side screens, maintained in sparkling condition by an enthusiast; a bargain at £395.—Read Car Co., Ltd., Brighton Rd., Sutton, Surrey. Tel. Vigilant 8978. [C3048

1938 M.G. T.A. sports 2-seater, reconditioned works engine, £255; another, £245; also 1948 T.C., £565; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube Camden Town Station). Euston 2700 and 8894. [C3059

1950 T.D. M.G. Mk. II, white, red upholstery, Tygan seat covers, black all vision hood, bucket seats, Mascot, spot, 17,000 miles, whole car immaculate, like brand new; £495.—Rhodes, Biddulph, Staffs. Tel. 3265. [9223

1954 (July) M.G. T.F. 2-str., grey, red leather, 2,000 miles only, £695; 1949 (July) M.G. 1¼ saloon, black, beige leather, heater, one owner, perfect, £495.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9037

XXX Quite outstanding 1949 (March) M.G. T.C. sports 2-seater, most beautifully maintained car, red and chromium with fawn leather, twin horns, pass lamp, really spotless condition, enthusiast owned and quite one of the most attractive examples we have had, written guarantee; £445, terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

M.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd.

WE urgently require M.G.s of all models since 1933.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground, Dollis Hill Stn. [W4017

REQUIRED, really good M.G.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

MAYFAIR GARAGES, Ltd., top cash prices for M.G.s.—Balderton St., W.1. Mayfair 3104. [0696/R

C.N.K. MOTORS require M.G.s, particularly V.A., T.A., T.B and T.C models.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052

PERFORMANCE CARS urgently require M.G.s.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

CLUBMAN AUTOS, Ltd., urgently require all models M.G. for cash.—138-142, High St., Tooting, S.W.17. Bal. 3484. [C1095

THE CAR MART, Ltd., London, wish to purchase M.G. cars.—382, Streatham High Rd., S.W.16. Streatham 0054. [0966/R

XXX H. F. Edwards offer immediate cash for good M.G.s.—28-30 Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

URGENTLY required, 1947-53 M.G. 1½ saloons.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9972

M.G. Spares and Service

TOULMIN MOTORS.

OFFICIAL stockists.

SPECIALIZE in M.G. and M.G. cars only; repairs and complete overhauls all models; reconditioned engines in stock for types P, J, T and I, and N. Magnette exchange service, dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; new vertical drive gears now available; we specialize in racing spares; write or tel.

TOULMIN MOTORS, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturdays and Sunday morning 10 a.m. to 1 p.m. [0349/R

PERFORMANCE CARS.—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 8841. [S3041/R

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4436. [0208

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. [0504/R

V. W. DERRINGTON, Ltd., for M.G. spares and replacement parts new and used valves, springs, guides, rockets, road springs, brake linings and cables; stage I and II, Laystall, Lucas cylinder heads, petrol tanks, fold-flat windscreens, silencers and exhaust systems.—159-161, London Rd., Kingston 5621-2.

M.G. spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc.; replacement camshafts, rockers, dynamos, leaf springs, wheels, hubs, vertical drive assemblies; prompt postal service, c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3083. [0433/R

MORGAN

WM

SEE Welbeck Motors, Ltd., advertisement under Morgan in "New Cars" section of this issue. [C4049

SLOCOMBES, Ltd.

MORGAN Plus 4 1952 2-seater; £457; terms, guarantee, part exchanges, cars or motor cycles.—38-52, Dudden Hill Lane, near Dollis Hill Underground, Willesden 4869. [C4017

MORGAN

MORGAN sports 2-seater 4—4, in showroom condition; £225.—Harling, 140a, Lower Marsh, London, S.E.1. [9285

MORGAN 1954 Plus 4 4-seater, sloping radiator, small mileage, one owner; £695.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [9516

£398.—Morgan 4/4 1948-9 2-seater, twin spare wheels, excellent cellulose and bodywork, good mechanically; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

1954 (September) Morgan Plus 4 2-seater with TR2 engine, would consider exchange larger car.—"Ashleigh," South Rd., Taunton 3942. [9402

495 gns.—Morgan Plus 4, December 1952 sports 2-seater, one owner, small mileage, exceptional, cost £880; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

SOUTHPORT.—1954 (April) Morgan Plus Four 2-seater, T.R.2 engine, latest front and steering, blue finish, the property of our managing director, immaculate, 6,000 miles; £750; terms and exchanges; main dealers for Morgan; new models in stock.—Lifes Motors, Ltd., West St. Tel. Southport 3774. [9306

Morgan Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd

WE urgently require Morgans of all models since 1933.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground, Dollis Hill Stn. [W4017

CLUBMAN AUTOS, Ltd., urgently require all models Morgan for cash.—138-142, High St., Tooting, S.W.17. Bal. 3484. [C1095

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514/R

MORRIS MINOR

CAR MART, Ltd.

1954 Morris Minor 2-door de luxe saloon, heater; £635.

1953 Morris Minor 2-door saloon; £575.—Car Mart, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. [C1039

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1949 Morris Minor convertible coupe, original black cellulose with beige leather upholstery, reconditioned engine fitted in June of this year, nearly new tyres, taxed December; 399gns or £105/19 deposit.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

B. J. HUNTER, Ltd., offer:—

1951 Morris Minor convertible, one most careful user; £475.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

McKINNON MOTORS offer:—

1954 (Aug.) Morris Minor saloon, 2-door, Clarendon grey/red, one owner, taxed Dec., 1,000 miles only; £615.

McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

PHILIP RICKARDS, Ltd., offer:—

1952 Morris Minor 4-door saloon, grey, 9,000 miles; part exchange; deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

PHILIP RICKARDS, Ltd., offer:—

1954 Morris Minor tourer, grey, 3,300 miles; part exchange; deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051/1

1950 Morris Minor saloon, maroon, excellent in every respect; £435.—Valentine 4674. [C2018

1951 (May) Morris Minor tourer, black, heater; £435.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C3023

1952 Morris Minor convertible tourer, black, one original owner, well equipped model; £475.

PARKERS, Ltd., 176, Deansgate, Manchester. Deansgate 4507. [9340

1954 (June) Morris Minor 2-door saloon, green and green, 5,000 miles, taxed; £565.

1954 (Sept.) Morris Minor 2-door saloon de luxe, Clarendon grey and red leather, works mileage, heater, over-riders, taxed year; £625.

1500 miles (August) '54 Morris Minor 4-door de luxe saloon, green and green, taxed year.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1947 Morris Minor 4-door saloon, sun roof, black, brown interior, extras, reconditioned engine just fitted; £375.

PARKERS, Ltd., Bradshawgate, Bolton. 4080. [9339

£650.—1954 Morris Minor 4-door saloon, 150 miles.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1953 (July) Minor convertible, £100 worth of extras, 6,000 miles, immaculate; £585.—Below.

1952 (June) Minor saloon, heater, other extras, 20,000 miles; £495.—Tolworth Motors, Ltd., The Broadway, Kingston By-Pass, Tolworth. Elmbridge 2254-5. [C4081

1952 Morris Minor saloon, excellent condition, taxed; £465.—92, Pirbright Rd., Southfields, S.W.18. Putney 5530. [9476

1953 (October) ohv Morris Minor convertible, green, heater, twin horns, 11,400 miles, excellent; £520.—32, Grange Rd., Eastbourne. Tel. 5096. [9521

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MINOR

1950 Morris Minor saloon, 2-door; £430.—Magdalen Service Garages, Ltd., Magdalen Rd., Oxford. Tel. 47307. [9253

1952 (September) Morris Minor saloon, birch grey/red, one owner, excellent condition; £485.—Dobsons, Ltd. (Morris Agents), Staines 801. [C1074

1952 Morris Minor saloon, one owner, small mileage, guaranteed; £465 exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 7904. [C3034

1951 (October) Minor, 2-door saloon, one owner, heater, low mileage, excellent throughout; £485.—Richards and Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

J. DAVY, Ltd.—Selection of 1950-54 saloons and coupes, mileage from 200 only, all prices from £425; inspection invited.—Western 9641, Knightsbridge 4211. [C1069

TWIN carburettor conversion, h/c head, high ratio rear axle, gives amazing performance with economy, send for details and road test, demonstrations any time.

1953 ohv 2-door saloon; £595.

1953 ohv convertible; £585.

BOTH completely converted.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094

1950 Morris Minor convertible, maroon, 34,000 miles, very fine condition throughout; £435.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066 [C1076

375 gns.—Morris Minor, 1950 saloon, black, one owner; choice of 3 Minors; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

TANKARD & SMITH, Ltd., offer 1953 Morris Minor 2-door saloon, ohv engine, colour black with red upholstery, heater, low mileage, immaculate condition; £555, 3 months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4026

TANKARD & SMITH, Ltd., offer 1950 Morris Minor convertible, green with beige upholstery, excellent condition throughout; £395, 3 months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4026

FOR a really amazing increase of performance, Derrington equipment, developed over the last five years and of world-wide renown, gives the best results to both sv and ohv models; send for performance figures, road tests and full details.

SV Minor, fitted with every possible modification, Radiomobile, real leather upholstery, new tyres, faultless condition throughout; £485.

DERRINGTON, 159-161, London Rd., Kingston. Tel. 5621-2.

PRIDE & CLARKE, Ltd.—1954 Morris Minor de luxe saloon, grey/red leather, 4,000 miles, one owner, £599; 1953, blue/red, grey/red, 8,000 miles, heater, choice 2, £529; 1952, grey/red, 15,000 miles, heater, choice 2, £499; 1951 convertible, green/beige, black/beige, choice 2 from £419; 3 months' guarantee; terms; exchanges; lists.—237, Brixton Hill, S.W.2. Tul. 3664-5. [C3058

Morris Minor Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Minor required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

RICHARDS & CARR buy Morris Minor.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

THE CAR MART, Ltd., London, wish to purchase Morris Minor Cars.—320, Euston Rd., N.W.1. Euston 1212. [0716/R

MORRIS EIGHT

S.G.A. MOTORS, who deal exclusively in Morris 8s, offer:—

1939 Series E 2-door de luxe saloon, recellulosed, immaculate condition throughout; choice of 3; £265.

1938 2-door de luxe saloon, excellent condition; £190.

1938 2-seater tourer, excellent condition; £180.

1937 2-door de luxe saloon, excellent condition throughout; £165.

AND other saloons and tourers in stock.

EVERY car is thoroughly checked in our workshop, and is guaranteed for 3 months; hire purchase and exchanges.

S.G.A. MOTORS, Morris 8 Specialists, 10, 13 and 14, Atherstone Mews, Cromwell Rd., S.W.7 (3 minutes Gloucester Rd. Tube). Western 3208. [C4063

1940 model Morris 8 Series E, 4-seat tourer, good condition, taxed; £195.—St. Mellows, Mon. 537. [9280

£130—1937 Morris 8 saloon, taxed Dec.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226 [C2022

1939 Morris 8 Series E 4-str. tourer, splendid condition, taxed December; £175.—85, The Chase, Clapham, S.W.4. Macaulay 1265. [9479

1948 Morris 8 saloon, excellent condition throughout; £375, part exchange or easy H.P. terms. Beardmore 26, Queensway, W.2. Bayswater 0136.

£149—Saloon de luxe, 1937 exceptional interior, works engine August, 1953.—Value Cars, Prospect 7520. [C4068

1948 (registered 1950) Series E 4-door saloon, just rebored, spotless condition; £365.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

MORRIS 8hp 1937 model saloon, reconditioned engine, very clean order; £88 or £44 deposit, balance weekly.—Apply Heathfield Garage, Heathfield Rd., Wandsworth Common, S.W.18. [9327

145 gns.—Morris 8, 1938 saloon, sliding head, leather, radio, good tyres; choice of six Morris 8s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Morris Eight Cars Wanted

PRIVATELY owned Morris 8.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS TEN

1947 (September) Morris 10 saloon, finished in black, a well maintained car £355.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2033

£295—1947 Morris 10 saloon, good runner, cellulose fair; terms.—Traynor Motors, 155, High St. South, East Ham. Grangewood 2530. [C4032

1938 Morris 10 de luxe saloon, black, brown leather, immaculate, mechanically excellent, exceptional throughout; £119.—Harold Harding Motors, 645, Garratt Lane, Earlsfield, S.W.17 (15 minutes Waterloo). Wimbledon 0607. [9525

Morris Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS COWLEY

1954 (October) Cowley, works mileage, part exchange welcomed.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779-8676. [C4006

1954 Morris Cowley saloon, grey, works mileage, new model; £735.—Hale Motors, Ltd. Tot. 7771-4. [C2077

1954 Morris Cowley saloon, works mileage.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

A 1934 Morris Cowley saloon, original and under 45,000 miles since new, a true specimen, only wants seeing; £145; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube Camden Town Station). Euston 2700 and 8894 [C3059

MORRIS OXFORD

CAR MART, Ltd.

1952 Morris Oxford saloon; £595.—Car Mart, Ltd., 297, Euston Rd., London, N.W.1. Euston 1212. [C1039

ELITE MOTORS offer:—

1949 Morris Oxford saloon, black; £435.

1950 Morris Oxford saloon, green; £485.

1951 Morris Oxford saloon, blue; £525.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [C2005

COX'S OF LEICESTER offer:—

1954 (Aug.) Morris Oxford, Series II, 1,800 miles, fitted heater, etc.; £800.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 60319. [C1059

OVERSEAS CARS, Ltd., offer:—

1952 Morris Oxford saloon, blue, one owner, 17,000 miles only, excellent condition; £565.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. [C3031

PHILIP RICKARDS, Ltd., offer:—

1953 (June) Morris Oxford, birch grey, 9,000 miles; part exchange; deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

BRADSTOCK MOTORS, Ltd. offer

1954 model Morris Oxford traveller's car, 9,000 miles only, heater, loose covers, leather, one owner, immaculate; unrepeatable at £745.—Chase Rd., Epsom. Tel. 5696-7. [C1090

1952 Oxford, grey, heater; £575 o.n.o., one careful owner.—Seven Kings 9450. [9421

1950 Morris Oxford, new clutch, tyres, good condition; £450.—Lee 6921. [9429

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1952 Morris Oxford saloon, finished green, green leather, fitted heater, low mileage, one owner, immaculate condition throughout; £575. [C1001

1953 (August) Morris Oxford traveller's car, 6,000 miles, immaculate, B.M.C. warranty; £695.

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727 [C1048

LATEST Oxford, black, 1,000 m.; £800 or £750 against immediate delivery. Minor de luxe.—Tel. Long Eaton 11. [9260

1954 (Apl.) Morris Oxford, Clarendon grey and red, one owner, 9,000 miles, heater, immaculate condition, taxed; £665.

1953 (July) Morris Oxford, 11,000 miles, one owner, grey and red leather, heater, undersealed, spare unused, taxed year, immaculate condition; £625.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel Maidenhead 3431-2. [C3011

1953 Morris Oxford, 4,400 miles only, heater, red leather, black; £660; written guarantee; H.P.; exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052/53/54, any time. [C4065

1951 (September) Morris Oxford, colour blue, one owner, very good condition throughout; £510.—Haskins, Ladbroke 1155. [C3027

1952 Morris Oxford, black, as new; £565; exchange drop head coupe.—45, Shirehall Park, N.W.4. Hendon 1648. [9359

MORRIS OXFORD, 1952, in perfect condition, only done 17,000 miles; £575.—Apply H. J. Shutt, 59, Croft Ave., Penrith. Tel. 2586. [9416

1953 (March) Morris Oxford saloon, Clarendon grey, immaculate, 10,000; £645.—F. L. Cranmore, Ltd. Tel. Potters Bar 2040. [C1062

1952 Morris Oxford Series I saloon, green/green upholstery, heater, fog lamp, 17,000 miles; £575.—Mayfair 5242. [C3030

1953 (Sept.) Morris Oxford saloon, black, 5,000 miles, immaculate condition; £665.—Harvey Hudson, Ltd., Woodford, London, E.18. Wanstead 0056. [C2039

1953 Oxford, 3,240 miles only, black, red leather, Ace Rimbellishers, new unmarked condition, any inspection, offers?—Newsagent, Baddesley, Southampton. [9424

1953 Morris Oxford saloon, 11,000 miles; £635.—British & Colonial Motors, Ltd., 13-15, Upper St. Martin's Lane, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

1953 Series Morris Oxford saloon, colour green, genuine mileage, 9,800, fitted heater, condition as new; £620.—Dixons Garage, 134, West Hill, Putney, S.W.15. Putney 0396 [C1073

MORRIS OXFORD

1953 Morris Oxford, finished black with heater, 10,000 miles only, a beautifully kept car; £645; part exchange enquiries welcomed.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488.

1952 (Nov.) Morris Oxford, Clarendon grey/red, heater, screen washer, one owner, written guarantee; £595.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

1950 Morris Oxford, one owner, heater, recellulosed black, original engine removed from chassis, rebored and completely overhauled for first time, exceptional condition; £435, terms available.—Gordon Mackintosh, Midland Motors, Hen. 8902. Col. 7542. [9434

Morris Oxford Cars Wanted

ALMOST new Oxford required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

THE CAR MART, Ltd., London, wish to purchase Morris Oxford cars.—382, Streatham High Rd., S.W.16. Streatham 0054. [0717/R

1950 (Aug.) Alpe & Saunders Ltd., 2 Providence Court, North Audley Street, Mayfair-2941. [W1006

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS SIX

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam-Talbot, Commer.

1951 series Morris Six, pastel blue, first-class condition; £465.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C3080

MORRIS Six, June, 1951, immaculate, radio, heater, black; £450.—220, Rochdale Rd., Shaw, Nr. Oldham. [9231

1953 series Morris Six saloon, one owner, speedometer reads 6,000 miles only; this car is as brand new throughout; £650; written guarantee; H.P.; exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052/53/54, any time. [C4065

Morris Six Cars Wanted

REQUIRED, really good post-war Morris Six.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

MORRIS TWENTY-ONE

£95—1936 Morris 21 streamline saloon, excellent runner, bargain; £45 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

MORRIS MISCELLANEOUS

SERIES E 1947 model, 4-door de luxe saloon, sliding roof, black with brown upholstery, good tyres, 32,000 miles, taxed year; £355.

MORRIS 10 1948, black with brown upholstery, taxed year; £350.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co., for your Morris.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham N.15. [0098/R

Morris Spares and Service

KINGSTON-ON-THAMES. Morris agents and specialists.

G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kin. 2241-2. [S4053/R

MORRIS genuine spares and specialist service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St. Tel. Mus. 1932. [0342/R

MORRIS, the official stockists, for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-4. [0917/R

R. HARDY & SON, 55, Marylebone High St., W.1. Experienced for nearly a century; complete overhauls and coachwork our speciality; exchange engine units; spares and accessories.—Wel. 1101 [0365/R

NASH

1954 Nash Rambler Country Club 2-seater saloon, overdrive, r.h.d., radio, heater, 11,000 miles, immaculate; £1,345.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036

OLDSMOBILE

SIMPSON'S offer:—

1953 Oldsmobile Rocket 88 with hydramatic drive, radio, heater, Whitewall tyres, window washers, Ocelot seat covers.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691-3903. [C4015

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, service and spares.—Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. [0217/R

1954 Oldsmobile 88 Rocket sedan saloon, delivery miles.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 6199. [C3037

1949 Oldsmobile convertible, Rocket 98, all electric, radio and heater, red.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600); Service Workshops and Spare Parts: 7, Pembridge Villas (nr. Westbourne Grove), W.11 (Bayswater 6626-7). [0576/R

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers.—Wembley 8691/3903. [W4015/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Oldsmobile Cars Wanted

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. Will buy post- and pre-war models at good prices. [0113/R

OPEL

125 gns.—Opel Cadet, 1937 convertible coupe, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

MAYNER MOTORS, Ltd.—Opel distributors, buyers of all models; comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton. Tel. 25266/24944. [0526/R

Opel Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for sales, service and spares.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. [0513/R

PRIDE & CLARKE, Ltd. Opel stockists, quotations; c.o.d.—Stockwell Rd., S.W.9. Brixton 6251. [S5068/R

REPAIRS at reasonable prices! Guaranteed engines, gear boxes, suspensions, shock absorbers (telescopics, etc.), crown wheel and pinion, £9/5; set loose covers, £5/15; mudguards, spares by return post; quotations without obligation! Opels bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 2647. [0240

PACKARD

PACKARD sole concessionaires offer:—

1939 Packard Super 8 saloon in dark blue equipped with heater and demister, 2 fog lamps, windscreen washers, special Marchal horns, flashing and semaphore direction indicators, £315.

LEONARD WILLIAMS & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middx. Ealing 3400.

1948 Packard 4-door saloon, one owner, radio and heater; £750.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

1949 Packard de luxe convertible, all-power operated, radio, heater, Overdrive, etc., immaculate condition; £875.—Euston 3643. [9483

£175.—Super 8 Packard enclosed driver 7-seater limousine.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

1939 Packard 33hp fixed head occasional four-some coupe, low mileage, column change, genuine well-cared-for car, unrepeatable; £295; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube Camden Town Station), Euston 2700 and 8894. [C3059

LIMOUSINE 1937/34hp, partition, widest occasionals, excellent condition, black, reasonable cost.—Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006

Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LEONARD WILLIAMS & Co., Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0191/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Packards.—91-95, Fulham Rd., S.W.3. Kensington 4858.

7-PASSENGER modern partitioned Limousines, also good condition Super-8 1937/38, cash waiting. Alpe & Saunders, Ltd., 2, Providence Court, North Audley Street. Mayfair-2941. [W1006

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4858. [S4028

LEONARD WILLIAMS & Co., Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469/R

PLYMOUTH

SIMPSON'S offer:—

RHD 1951 Plymouth Cambridge, radio, heater, directional blinking signals, many other extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley. Wembley 8691-3903. [C4015

£695!!! 1949 Plymouth series P18 6-seater saloon de luxe, a genuine one-owner car since new, purchased direct from original owner who took delivery of the car in U.S.A. in 1949, a most original and entirely immaculate specimen, superbly maintained and unblemished in appearance, full luxury equipment, radio and heater built in, must be seen and tried to be properly appreciated.

CAMDEN MOTORS, Leighton Buzzard 2041, write for catalogue, open till 8 p.m. [C1035

PONTIAC

SIMPSON'S offer:—

1952 Pontiac Chieftain, low mileage, radio and heater, completely equipped, seat covers.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd. Wembley 8691-3903. [C4015

£295.—Silver Streak 6 Special sedan, 1949 (Feb.) registration, superb.—Value Cars, Prospect 7520. [C4068

1950 (October) Pontiac Silver Streak 8-cylinder saloon, radio, heater, 34,000 miles, two owners; price £800.

STARAVIA, Blackbushe Airport, Camberley, Surrey. Tel. Camberley 1600, Ext. 230. [9489

1950 (regd.) Pontiac 6-cylinder 2-door saloon, 2-tone blue, very attractive appearance, sound mechanical condition; £565; written guarantee; H.P.; exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54, any time. [C4065

Pontiac Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Pontiac buyers.—Wembley 8691/3903. [W4015/R

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

PORSCHE

A.F.N., Ltd.

SOLE concessionaires for Great Britain, official service and spares.—Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [C2015

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361. Specialists in Porsche repairs and service. [0629/R

RACING CARS

500cc Racing Bond J.A.P., believed constructed 1952-53, perfect condition; £295.—The Motor House, Stoulton, nr. Worcester. Tel. Peopleton 275. [9452

COOPER complete with J.A.P. 500cc engine and trailer.—Johnson & Brown, Ringers Rd., Bromley, Ravensbourne 2322. [C2073

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol Formula II racing cars. [0821/R

ASTON MARTIN D.B.3 many successes in hands of Sir Jeremy Boles and Donald Beauman, winner in two races at Zandvoort driven by Beauman, completely overhauled and in faultless condition; fullest details and price on application.—Tourist Trophy Garage, Ltd., Farnham, Surrey. Tel. 5363. [9213

ALTA-JAGUAR sports/racing car, many awards in races and every type of speed event, 6,000 miles only since £900 rebuild, including new modified XK engine, Weber carbs., very special camshafts, suspension modified, chassis parts chromed, Z.F. differential, windscreen, hood, superbly equipped and finished. Silverstone Short Circuit 78mph, Prescott 47.63 secs., standing ¼ mile 14.7 secs.; completely reliable and comfortable road car; £1,650.—Sylfaen, Alderley Edge, Cheshire. Tel. Macclesfield 2247 business, Alderley Edge 2320 evenings. [9381

RAILTON

A-ONE MOTORS (LONDON), Ltd.—All Straight-8 models, also spares and reconditioned engines.—Tate Gallery 0192 and Vandyke 5181. [0333/R

Railton Cars Wanted

THOMSON & TAYLOR (BROOKLANDS), Ltd., purchase good Railton cars, 1937-9.—Portsmouth Rd., Cobham, Surrey. Cobham 2848. [0650

RELIANT

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1953 (November) Reliant Regal tourer, 8,000 miles only, very carefully driven from new, owner changed to larger car; 319gns or £67/19 deposit.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1952 model Renault 750cc saloon, a really immaculate car with an amazing performance, one careful owner only, mileage under 30,000, heater fitted; 419gns or £88/13 deposit.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

H. BEART & Co., Ltd., offer:—

1952 Renault 750cc de luxe saloon, blue with blue leather, low mileage, very well maintained throughout; full details on request; £475.—102, London Rd., Kingston-on-Thames. Tel. 3348. [C1081

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1953 Renault 750 saloon, finished bronze, beige leather, fitted heater, windscreen washers, specially modified engine, twin carburettors, low mileage, immaculate condition throughout; £525. [C1001

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1875, established 1909, offer:—

1954 Fregate 2-litre saloon de luxe, black/grey, 5,000 miles, taxed; £995.

1954 750 sun saloon, demonstrator, grey/red, loose covers, taxed, extras; £575.

1954 750 saloon, fawn/red, 3,000 miles, taxed; £550.

1952 750 model de luxe saloon, green, leather; £425.

1950 750 model Reyshaw, 1952, black/grey; £375.

1939 8.3 saloon de luxe, black/red, reconditioned; £175. [C4070

LANCASHIRE!!—Immediate delivery 2-litre Fregate Admiral, £1,175; 750 Mk. 54, £599.—Russells Garage, 260, Liverpool Rd., Southport. Tel. 6156. [9417

1948 Renault 8hp van, used private, gear box, clutch overhauled, excellent condition; £185 o.n.o.—88, Cavendish Ave., Harrow, Middx. [9325

1954 (Sept.) 750, blue/red, mileage 165; £575.—Nixons Garage, Hassell St., Newcastle, Staffs. 69154 [8945

RENAULT

RENAULT 750, 1954, grey with red trim, taxed Dec., genuine 2,400 miles, one owner, unmarked, absolutely as new; £525.—Ashstead Motor Works, High St., Ashtead. Tel. 104.

1939 Renault 8 saloon, good, economical and smart little car; £165; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube Camden Town Station), Euston 2700 and 8894. [C3059

MAYFAIR GARAGES, Ltd.—Renault (March, 1953) 750 4-door de luxe saloon, bronze, one owner, small mileage, almost indistinguishable from new; £495.—Balderton St. (opposite Selfridges clock), Mayfair, W.1. Mayfair 3104-5. [C3009

Renault Cars Wanted

LOW mileage 750 or Fregate.—Holgate, 24, Northway, Maghull, Liverpool. Maghull 456. [9418

MAYFAIR GARAGES, Ltd.—Top cash prices for Renaults.—Balderton St., W.1. Mayfair 3104. [0416

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1875, purchase all models. [W4070/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [0911/R

RILEY

PC

PERFORMANCE CARS ANNEXE NUMBER 2.—Good selection of guaranteed Rileys; we select from 150 cars:—

RILEY 2½-litre sports saloon, 1948, £485; Riley 1½-litre sports saloon, 1946, £425.

RILEY 1½-litre touring saloon, 1937, £225; Riley 16/4 Blue Streak Kestrel saloon, 1938, £225.

RILEY 1½-litre Merlin saloon, 1936, £195; Riley 1½-litre Falcon saloon, 1935, £145.

RILEY 9 Monaco saloon, 1935, £135; Riley 1½-litre Falcon saloon, 1935, £95.

IMMEDIATE hire purchase, insurance and part exchanges.—See also under "Sports Cars."

PERFORMANCE CARS, Great West Rd., Brentford, Middx. Ealing 8841. [C3041

RAYMOND WAY.

RAYMOND WAY, Seven Kings branch.

1950 Riley 2½-litre roadster, finished duck egg blue with fawn leather, in immaculate condition, many special features, including Marchal headlights, twin passlights and twin Flamethrowers, Ace Rimbellishers and Silver Peak, Gallay heaters and demisters, screenspray, original spare unused, nominal mileage; 599gns or 155gns deposit.

ANY car or motor cycle in part exchange; easy hire purchase—drive away immediately.

RAYMOND WAY MOTORS, Ltd., 773, High Rd., Seven Kings, Essex. Tel. Seven Kings 4066. [9474

GORDON & GLYNN,

ENGLAND'S largest dealers specialising in Rileys, offer the following selection from stock:—

£425.—Registered 1954, magnificent 9hp sports 2-seater, no words can describe the beauty of this vehicle, must be seen.

£275.—1937 1½-litre Kestrel Sprite, S.S. 27K series, a delightful example of this classic model, motors superbly, fitted brand new tyres and many extras, taxed.

£245.—1937 14hp Adelphi, excellent appearance, recellulosed in Riley grey, mechanically spot on, and a really smooth, powerful motor, good tyres, twin spots, etc.

£185.—1936 Merlin 9hp, an excellent car all round.

£175.—1934 9hp Lynx open 4-seater sports, manual box, excellent condition throughout, good interior leather, new battery, etc.

£45.—1932 Monaco, jolly good runner, taxed.

THE above cars can be purchased with the utmost confidence, each one is thoroughly workshop-checked; open every week-day from 9.30 a.m. to 6 p.m. (Saturdays included).

GORDON & GLYNN, 189/195, Pavilion Rd., Sloane St., S.W.1 (3 minutes Sloane Square Tube). Sloane 8326/4426. [C2075

RILEY CARS offer:—

1954 1½-litre available from stock, choice of colours.

55—56, Pall Mall, London S.W.1. Trafalgar 7311. [9145

TOM GARNER, Ltd., offer:

1954 Riley 1½-litre saloon, grey, 4,000 miles only; £1,095.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

SAUL & SLATTER, Ltd., offer:—

1953 Riley 2½-litre saloon, silver grey with red upholstery, heater, one owner, 14,000 miles only; £950.

44—46, Aldermans Hill, London, N.13. Tel. Palmers Green 3631-2-3. [C4002

MAIDSTONE ENGINEERING Co.

1948-9 Riley 2½-litre Sportsmans saloon, finished in unblemished black with green leather interior throughout and carpets to match, all in really excellent condition; whole car is very good and new battery recently fitted; the performance of this car is exceptionally good and she will average 25mpg at normal cruising speed, uses virtually no oil, a most attractive example and far above average; a genuine bargain at £475; choice of 4 Rileys; terms, exchanges.

CROSS St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

MAYFAIR COUNTRY CARS offer:—

1951 (April) 2½ saloon, black, brown leather, superb condition; £695.

1947 (October) 1½ saloon, black, brown leather, low mileage; £495.

EASIEST of terms; exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C3003

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

KNIGHTSBRIDGE MOTORS, Ltd., offer:—

1954 (August) Riley 1½-litre saloon, blue, grey, standard heater, licensed December, 780 miles only; £1,085.

1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. [C2063

H. A. SAUNDERS Ltd., Golders Green, offer:—

1954 Riley 1½-litre, black/beige, heater; £1,205/5/10.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

CLARKE & SIMPSON, Ltd., Riley sales and service, offer:—

1954 (July) Pathfinder, black, beige leather, 3,000 miles; at makers list price of £1,398.

1952 (July) 2½-litre saloon, black, red leather, radio and heater, one owner, mileage 25,000; £875.

1952 (Feb.) 2½-litre saloon, grey, red leather, one owner, mileage 20,000; £845.

AUTHORIZED to issue B.M.C. warranty to cars which qualify.

49, Sloane Sq., London, S.W.1. Tel. Sloane 4727 [C1048

SUSSEX specialists for Riley cars and spares.—Caffyns, Ltd., Lewes 1221 Successors to Lewes Motors, Ltd. [0057/R

GORDON CARS (LONDON), Ltd.—1953 Riley 2½-litre saloon, black, excellent order; £1,025.

1951 Riley 2½-litre saloon, green, one owner only, exceptional condition throughout; £785.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [C2023

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, Kingston Rd., Kingston. Kingston 3348. [0079/R

1948 2½-litre Riley saloon, black, fitted with radio, a superb performer; terms and exchanges; £425.

STARNES MOTORS, 103, The Broadway, Cricklewood, N.W.2. Gladstone 2480 and 0298. [9198

1949 (March) Riley 1½, radio, heater, dark blue/beige hide; £610.—Braid's, Burton-on-Trent 4894. [9330

£595—1948 Riley 2½ saloon, excellent condition.—Autowork, Ltd., Southgate St., Winchester. Tel. 3965 [C1010

1953 (July) 2½-litre Riley saloon, black, radio, heater, one owner, condition as new, guaranteed; £995.

RIPCO, Ltd. (Rileys purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1947 Riley 2½-litre saloon, black/brown leather, taxed; £450.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court. Mol. 6109. [C4053

1950 (May) 2½ Riley saloon, maroon, heater, one owner, exceptional, 20,000 miles; £675.—Tickford, Ltd., Temple Bar 3338. [C4029

RILEY Pathfinder (May) 1954, 5,000 miles, grey, radio, heater, screenwashers, taxed December, insured May, 1955; offers.—Box 8221. [9286

1951 Riley 2½-litre d.h. foursome coupe, green, new hood and tyres, excellent condition, 25,000 miles.—Coatbridge 332 (Lanarkshire). [9289

£475—1946 Riley 1½-litre sportsman's saloon, nice condition; £125 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1946 Riley 1½-litre, black, green upholstery, new engine fitted 1952, radio, exceptionally good order; £450.—Colman, Bixley, Norwich 25298. [9403

1948 (October) Riley 2½ saloon, black/brown leather, superb condition; £565.—Ruislip Motors, Ltd., West End Rd., Ruislip. Ruislip 4340. [9348

CASS'S MOTOR MART.—1951 (May) Riley 2½-litre saloon, maroon, genuine 18,000 miles; £765; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

FOR sale, one 1954 Riley Pathfinder saloon, licensed to the end of year, mileage 2,000; maker's list price.—J. Mackay, Glenburn, Kinnairdie Ave., Dingwall. [9414

£595—1949 sports saloon, black, green hide, maintained and serviced regardless of cost for company director, superb condition.—Robbins, East Putney. Tel. 7881. [C3054

1947 (August) Riley 2½-litre, grey with red leather, 15,500 miles, exceptional condition; £600.—29, Embercourt Rd., Thames Ditton, Surrey. Emberbrook 1084. [9377

RILEY 1938 Adelphi saloon, 15/6, outstanding specimen, coachwork and engine inspection recommended; £275 o.n.o.—85, Yewtree Lane, Liverpool 12. Stoneycroft 1941. [9248

AN enlarged Riley sales and service depot at the leading Riley distributors for the area; new and used cars on show; demonstrations by appointment.—Tel. or write Coventry Motor Mart, Ltd., Coventry 2146-7. [0446/R

1953 (Jan.) Riley 1½-litre saloon, red with red leather, heater, one owner, guaranteed 12,000 mls., as new; £925.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9038

1938 1½-litre Riley Continental touring saloon, unique specimen, crash type gear box, really exceptional; £325.—Hillingdon Motors, Ltd., 325-7, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 8588. [C2062

UNUSUALLY good Riley 1936 9hp Merlin saloon, one owner since new, thoroughly and regularly maintained by Riley distributors; £235; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

1948 Riley 2½-litre saloon, black, fitted heater, screenwashers, etc., five excellent tyres, splendid example of this pedigree car; £515.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 7008. [C2019

£745!!! Riley 2½-litre saloon, 1951, a superb specimen of genuine moderate mileage, immaculate metallic finish, hide interior quite unblemished, general mechanical condition entirely in keeping, latest type heating and demisting, pass lights, etc.

£495!!! Riley 2½-litre saloon, 1947, bronze with red leather, excellent condition, heater, etc.

CAMDEN MOTORS, Leighton Buzzard 2041; write for catalogue, open till 8 p.m. [C1035

ROSE & YOUNG, Ltd., offer 1950 Riley 2½-litre saloon, low mileage, fitted H.M.V. radio, heater, exceptional condition, bronze; £595.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464 [C3057

RILEY

ADELPHI 6/15 saloon (reg. 8 months 1937), black and green leather, really excellent example, previously owned by director of this firm and only slightly used in last 2 years, demonstration by arrangement.—Hamtune Motors, Ltd., 39, Sheep St., Northampton. Tel. 3616. [9457

1950 (June), 18,782 guaranteed mileage, 2½ saloon, green with green leather, heater, windscreen washers, one fastidious owner who has never extended the car, maintained by main Riley agent, the coachwork is quite unmarked inside and outside, precisely as new, probably the lowest mileage and most impeccable 1950 Riley in the country, taxed for the year; £695.—Speedster's, Ltd., Cross Oak Lane, Salfords, Nr. Redhill, Surrey. Horley 628, until 10 p.m. [C4020

Riley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

RILEY cars, all models, for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004

C.N.K. MOTORS require clean, pre-war Rileys.—353, Finchley Rd., N.W.3. Hampstead 5712.

YORKSHIRE.—The Riley Buyers, Barkers of Oakwood, Leeds, 8. Tel. 65—8236/7. [0094/R

EXCEPTIONALLY high prices paid for Rileys in good condition.—Mayfair 0131. [W3008

RILEY buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station N.2 Tudor 2301-2.

PERFORMANCE CARS urgently require Rileys.—Great West Rd., Brentford, Middlesex. Faling 8841. [W3041

XXX H. F. Edwards offer immediate cash for good Rileys.—28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

URGENTLY required 1946-53 Riley 1½-litre saloons.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9973

THE CAR MART, Ltd., London, wish to purchase Riley cars.—362, Streatham High Rd., S.W.16, Streatham 0054. [0969/R

REQUIRED, really good post-war Riley.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

RILEY 1½-litre and 2½-litre saloons, 1950-1953, urgently wanted; must be low mileage; distance no object.—Green and Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2028

Riley Spares and Service

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244/5. [0246/R

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0238/R

ALL Riley sales, spares and service facilities are available; new and used models in stock; Rileys wanted in part exchange.—Tel. the Coventry Motor Mart, Ltd., at Coventry 2146-7 [0443

RILEY distributors for 28 years.—Comprehensive list of spares; quotations and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [6622

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5 Gul. 5446. [0992/R

ROLLS-ROYCE

JACK

OLDING & Co. (MOTORS), Ltd., official Rolls-Royce and Bentley retailers, offer from their selection of used Rolls-Royce cars:—

SILVER Wraith 1950 H. J. Mulliner touring limousine, dark blue with blue hide, 35,000 miles; £3,950.

SILVER Wraith 1948 James Young 2-door saloon, black with grey hide, 24,800 miles; £2,950

SILVER Wraith 1948 Hooper touring limousine, metallic bronze with brown leather, 42,600 miles; £2,750.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C3030

RIPPON

RIPPON

RIPPON BROS., Ltd.

THE Northern Bentley and Rolls-Royce specialists always have a good selection of used Bentley and Rolls-Royce cars in stock.

WRITE, call or telephone.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines); also at

LEEDS, Bradford, Sheffield. [0905/R

VINTAGE AUTOS.

THE pre-war Rolls-Royce specialists.

£125—Rolls 20, 1928, limousine, 5 new tyres.

£285—Rolls 20, 1928-9, 2-seater drop head coupe, new tyres, etc.

£395—Rolls 25, 1932, owner-driver saloon with boot.

£450—Rolls 25 1932-3 sports saloon with boot.

£465—Rolls T.2 1933 drophead coupe by Thrupp & Maberly, one owner, immaculate.

ALWAYS a good selection of all types at very competitive prices.

66, London Rd., Tooting. Tel. Mitcham 3951. [C4079

PB, Ltd., offer:—

1935 20/25 Rolls-Royce, with owner-driver saloon by H. J. Mulliner, chassis and body in beautiful condition.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. [C3053

1937 Phantom III, fitted post-war luxurious semi-razor-edged body, unique 1954 appearance.—Box 8302. [9513

ROLLS-ROYCE

JB

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., May 7444 (open until 7 p.m.) [C1062

H. R. OWEN, Ltd.

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1953 Silver Dawn standard sports saloon, Tudor Grey with red hide; £4,500.

1952 Silver Wraith 6-light sports saloon by Park Ward, green with green hide; £4,300.

1950 Silver Wraith sports saloon with division by Freestone & Webb, black with beige hide throughout; £4,250.

1949 Silver Wraith sports saloon by H. J. Mulliner, black with beige hide, sunshine roof; £3,500.

1937 Phantom III limousine by Hooper, grey with fawn West of England cloth, 47,000 miles only; £1,250.

1937 Phantom III sedanca de ville by H. J. Mulliner, black with hide and cloth upholstery, electric division; £1,250.

1936 Phantom III fully razor-edged sports saloon, by H. J. Mulliner, with division and sunshine roof, black with grey hide to the rear; £1,250.

1936 20/25 sports saloon by Freestone & Webb, black with beige hide, fitted with radio, heater, spot lamp, demisters; £1,195.

1935 20/25 sports saloon by Freestone & Webb, two-tone grey with grey hide; £895.

WE are interested in the purchase of Rolls-Royce cars and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [3052

COACHCRAFT offer:—

£450 o.n. offer.—November, 1936 P.II Barker 4-door owner-driver swept tail sports saloon, with large projecting boot, leather throughout, no division, used only for 5½ years, original registration book, total mileage 39,000, overhauled 4,000 miles ago by manufacturers, receipted Rolls-Royce bills available, 2 owners only, a most imposing and unique car, cruises effortlessly at 75 mph, very modern appearance, cost new £3,000; 3 months' mechanical guarantee; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

MANN EGERTON & Co., Ltd.

1947 Rolls-Royce Silver Wraith touring limousine by Hooper, black with fawn leather upholstery; £2,550.

MANN EGERTON & Co., Ltd.,

14, Berkeley St., W.1. Hyde Park 2073. [C2006

MASCOT MOTORS, Ltd., offer:—

1938 30hp Arthur Mulliner sports saloon with division; £1,075.

1937 30hp Crosbie & Dunn 6-light, owner driven saloon; £850.

1936 30hp Barker owner driven saloon with division; £800.

1935 25hp Gurney Nutting fixed head foursome coupe; £750.

1934 25hp Park Ward sports saloon; £650.

1933 25hp Thrupp and Maberly sports saloon, £550.

1931 25hp with post-war sports foursome coupe; £450.

237—243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C3007

SWANMORE GARAGE, Ltd.

J. W. MEDLEY, A.M.Inst.B.E.) offer

1949 (Sept.) Rolls-Royce Silver Wraith by Hooper, one owner, R.-R. engine overhaul; £2,875.

1937 Rolls-Royce Phantom III by H. J. Mulliner, R.-R. overhaul, magnificent condition; £1,085.

1936 Rolls-Royce 25/30 H. J. Mulliner, owner driver, no division, large boot; £855.

1935 Rolls-Royce 20-25 saloon by Park Ward, 45,000 miles, original beautiful condition; £865.

EXCHANGES a pleasure; distances quite immaterial. Tel. Southbourne 43344-5.

SWANMORE GARAGE, Ltd., 1176, Christchurch Rd., Boscombe East, Bournemouth. [C4024

MASCOT MOTORS, Ltd., offer:—

1938 30hp Arthur Mulliner semi-razor-edge sports saloon with division; £1,075.

1936 30hp Barker owner-driven saloon, with division; £850.

1935 25hp Gurney Nutting fixed head foursome coupe; £750.

1935 25hp Thrupp & Maberly sports saloon, 51,000 miles; £750.

1934 40/50hp H. J. Mulliner foursome drop head coupe, recent £900 overhaul; £595.

1934 25hp Park Ward, Freestone & Webb, Windover sports saloons; £650.

1933 25hp T. & M. sports saloons, choice of 2; £575.

237—247, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C3007

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1934 Rolls-Royce 20/25 Thrupp & Maberly saloon, in perfect condition; £650.

COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's Garage, Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. [C2051

P.II saloon, good running order; £145.—Ravensbourne (Kent) 2322. [C2073

MASCOT MOTORS, Ltd., specialists in new hearse bodies on reconditioned and guaranteed Rolls-Royce chassis.

237—243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C3007/1

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

CHIPSTEAD MOTORS, Ltd., offer:—

22 hp Replica streamlined d/h coupe, Ace discs, bumpers, heater, pass lamps, etc., etc.

25 hp 1935 saloon by Park Ward, black, new tyres, fitted heater, sunshine roof, recent extensive overhaul; £445.

25 hp late 1936 most attractive low Continental fixed head foursome coupe and reconditioned engine, black/red leather, large boot, discs, bumpers, etc., specimen, radio and heater, etc., £750.

25 hp 1934 Owen Gurney Nutting Continental sedanca coupe, black with new grey hood and mats, new tyres, radio, etc., rare model; £575.

25 hp 1935 A. J. Mulliner sports saloon, with boot, recent works overhaul, black with beige leather, radio, heater, discs, pass lamps, new tyres, etc., immaculate condition throughout; £695; ready shortly.—CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7255/7154.

HEARSES!! Bearer and Deck delivery from stock also other makes from £1150.

ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens. Tel. Richmond 1161. [7955

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—

1954 fitted special 4-door saloon by James Young, incorporating electric division, this very beautiful and unique car has covered 2,900 miles only and is finished in attractive shade of blue with grey hide.

SHOWROOMS:—18, Berkeley St., W.1. Mayfair 6266.

SERVICE:—Works & Stores—Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. [C2010

1937 30hp Windover foursome drop head coupe, grey, speedo 46,966 (reputed genuine), £1,000.—Campbell, Symonds, Wembley 6262. [C1037

1939 Rolls-Royce Wraith, magnificent semi-razor body, immaculate throughout, £1,450.—Box 3301. [9512

ROLLS-ROYCE saloons and limousines, all models, at bargain prices.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., W.6. Riverside 7644.

1932 Rolls-Royce 20/25 Park Ward owner-driver saloon, numerous extras, outstanding condition, £385; 3 months' guarantee; terms and exchanges. JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1935 20/25 Rolls-Royce Brougham de ville; this vehicle has exceptionally good Rolls history and in genuine condition throughout, below.

1929 Phantom I limousine, leather throughout, good condition; £225.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1212-3), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [5723

ROLLS-ROYCE Phantom II 1933-4, 7-seater face forward, owner must sell; accept £335.—W. Hubball, 6, Rutland Crescent, Bilston, Staffs. Tel. Bilston 41932. [9239

ROLLS-ROYCE Phantom II, Windover 7-str. body, face-forwards, excellent running order; £200, bargain.—Apply Duchy Garage, 176, Kennington Lane, S.E.11. Reliance 1926. [8945

1933 Rolls-Royce 25hp owner driver SR saloon, Hooper, black, brown hide, immaculate inside and out, 82,000 miles, 20 mpg; £475.—195, Worting Rd., Basingstoke. Tel. 1566. [9281

1936 Rolls-Royce owner-driver Thrupp & Maberly 25hp saloon, beautiful lines, exceptional condition; £795.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1937 Rolls-Royce 25/30 7-passenger, black, face forward occasionals, 62,000 miles, one private owner; £895.—Mayfair Carriage Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [9308

ROLLS Silver Wraith touring limousine by Hooper, electrically operated partition, finished in black with brown leather, 42,000 miles, full Rolls history and report available for inspection.

UNIVERSITY MOTORS, Ltd., 60, Piccadilly, W.1. Gro. 4141 [8259

MANN EGERTON & Co., Ltd., have order to buy urgently a 1937 or 1938 Rolls-Royce 25/30 sports saloon in approved first-class condition.—Inspection immediately on notification to 14, Berkeley St., London, W.1. [W2006

20 25 Mulliner saloon, 1930, private use only, as condition warrants on inspection, £295; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube Camden Town Station), Euston 2700 and 8894. [C3059

1938 Rolls-Royce Phantom III close-coupled semi-razor-edged owner-driver saloon, magnificent condition, an unrepeatable low-mileage car.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036

ROLLS-ROYCE 20/25 saloon by Rippon, genuine mileage 72,000, two owners from new, engine overhaul this year, new tyres all round, sliding division, this car is in specimen condition and cannot be faulted, finished in black with dark blue hide upholstery; £550.

LOXHAMS, Rolls-Royce and Bentley Showrooms, Fishergate, Preston. Tel 4245. [C2064.1

G & M ALFREDS (1936), Ltd., 1937 Rolls-Royce 25/30, owner driver, swept back, Barker saloon, £600 recently spent, engine reconditioned by Messrs. Rolls, outstanding condition throughout; £765 only.—6-7, Warren St., W.1. Euston 3268. [C1005

1935 (June) Rolls-Royce 20/25 owner driver sports saloon, by H. J. Mulliner, with long projecting boot, receipts for over £600 for work carried out by Rolls-Royce, coachwork black and grey, immaculate; £850.—Noel Roscoe, High Rd., Byfleet. Tel. 270.

695 gns.—Rolls-Royce, late 1935 20-25hp Barker 4-door owner-driver saloon, black, sliding head, fawn leather, heater, discs, very carefully used; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

OWNER-DRIVER 1936/30hp Series GUL, winding partitioned Hooper 4-light Saloon, extending boot, black, excellent condition, reasonable mileage, handsome carriage, carefully maintained, £695. Alpe & Saunders, Ltd. Providence Court, North Audley Street, Mayfair-2941. [C1006

1949 Rolls-Royce Silver Wraith saloon, owner-driver, coachwork by Park Ward, one owner and 9,000 genuine miles only from new, radio and all de-luxe accessories, finished in silver grey with grey hide upholstery, positively as new; £3,250.—Loxhams Garages Ltd., Fishergate Showrooms, Preston. Tel. 4242. [C2064

ROLLS-ROYCE

A & S Limousines. Selection 1936/37 partitioned swept tail 30hp Limousines, Hooper, Thrupp, Rippon, forward occasionals, excellent condition carriages, black, certified mechanically, reasonable prices.

LIMOUSINE 1938/30hp partitioned Rippon, widest occasionals, exceptional order, black, £1075. Immaculate.

WRAITH 1939 partitioned Park Ward Limousine, partition, widest occasionals, desirable condition, low mileage, black, carefully maintained, reasonable cost.

1947 Silver Wraith Hooper Deluxe Touring Limousine, electric partition, additional occasionals, extending boot, leather throughout, reasonable mileage, black, £2245.

ALPE & SAUNDERS, Ltd. (Seven Passenger Rolls-Royce Specialists), Providence Court, North Audley Street, Mayfair-2941. [C1006

1935 (July) Rolls-Royce saloon, with large luggage boot, by Windover, fitted radio, heater, etc., this car is exceptionally smart and is in superb condition throughout, in fact it is probably one of the finest examples of a pre-war Rolls in the country, recorded mileage is 39,250 and the history of the car bears out the authenticity of this; chassis No. GPG 35, price £775.—Harry Martin, 23, Devonshire Place Mews, W.1. [9454

Rolls-Royce Cars Wanted

C M

THE CAR MART, Ltd.—Official Retailers, wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [0970/R

JACK OLDING & Co. (MOTORS), Ltd., official retailers, purchase good used Rolls-Royce cars.—Audley House, North Audley St., W.1. Mayfair 5242. [C3050

J. MARSHALL.

WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork, any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [0498/R

PERFORMANCE CARS urgently require Rolls-Royce.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

XXX H. F. Edwards offer immediate cash for good Rolls-Royces.—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [0345/R

A & S urgently require late pre-war 20/25/30hp Limousines, 1934/36/38/39, also Saloons with boot, cash waiting. Alpe & Saunders, Ltd., Providence Court, North Audley Street. Mayfair-2941.

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [0350/R

Rolls-Royce Spares and Service

JACK OLDING & Co. (MOTORS), Ltd., official Rolls-Royce service, overhauls and renovations.—84-90, Holland Park Ave., Kensington. Park 5077.

SERVICE reception in Mayfair, 18, Providence Court, North Audley St. Mayfair 5242. [C3050

JACK BARCLAY (SERVICE), Ltd.

LARGEST official repairers Rolls-Royce cars. Servicing or overhaul work, coachwork renovations and accident work; large stocks of spares.—Danvers St., Chelsea, S.W.3. Off Chelsea Embankment, near Battersea Bridge. Flaxman 2223. [S1082/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18 Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0614/R

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362 [0064/R

ROVER 10

1937 saloon, black, maroon, one owner, exceptional condition throughout, complete new brake system, taxed; £225; after 10th October,—61, Penshurst Gardens, Edgware. Sto. 7619. [9443

ROVER 10 1937 saloon, one owner, overhauled by makers, including rebore and recellulosing, 5,800 miles ago, new steering, brakes relined; £165; no offers; A.A. welcomed.—Box 8297. [9508

A BEAUTIFUL original and very smart 1939 Rover 10 saloon, low mileage; £365; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube Camden Town Station), Euston 2700 and 8894. [C3059

£525!!! 1948 10hp saloon de luxe, immaculate metallic finish with hide interior, radio (H.M.V. press button) and heater built in, one of the last of this excellent series to be produced, gives an especially luxurious standard of motoring coupled with definite economy, delightful performance; choice of five others, all similar models but earlier registration from £375.

CAMDEN MOTORS, Leighton Buzzard 2041; write for catalogue, open till 8 p.m. [C1035

ROVER 12

£275.—6-light saloon, late 1939, looks like 1947 model.—Value Cars, Prospect 7520. [C4066

1947 Rover 12 saloon, black, fully reconditioned, £475.—Hale Motors, Ltd. Tot. 7771-4. [C2077

£165.—1936 Rover 12 saloon, genuine car, rebored, terms.—Traynor Motors, 135, High St., South, East Ham. Grangewood 2530. [C4032

ROVER 12 1937 de luxe saloon, splendid condition throughout, engine recently sleeved; offers over £200.—7, Salt Ave., Stafford. [9322

125 gns.—Rover 12, 1936 saloon, grey, blue leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

ROVER 12

1946 Rover 12 saloon de luxe, two owners only, beautifully maintained, black leather upholstery; £410; exchanges, h.p.—11, Perrymead, Prestwich, Manchester. Prestwich 2057. [9425

£454!!! Rover 12 de luxe saloon; this vehicle has been maintained in better than average condition, first registered 1948, immaculate bodywork, spotless throughout; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052

ROVER 14

1935 Rover 14 sports saloon, very good mechanically, very fair coachwork; £100; terms.—Honeychurch, 17, Jowett House, Stevenage. Stevenage 375. [9459

£495!!! Rover 14 de luxe saloon, this vehicle is magnificent and one of the finest we have ever had; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

A.Z. MOTORS offer for any examination immaculate 1939 Rover 14 sports 4-light saloon, fitted 5 new tyres, perfect chassis; £295!! Also 1937 16 saloon, new tyres in original condition; £150!!—100, Palmerston Rd., N.W.6. Mal. 4723. [C1011

ROVER 16

1938 Rover 16 saloon, good order throughout; £165.

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1947 Rover 16 saloon, black, radio, heater, outstanding throughout; £550.—Odeon Motors, Ltd., Barnet 1144. [C3028

1947 Rover 16, black, brown leather, one owner, unbelievably good condition; £475; terms, exchanges, etc.—Grays Cars (London), Ltd., 277, Green Lanes, London, N.13. Palmers Green 2365. [9540

1946 (September) Rover 16 saloon, black, brown leather, sunroof, very carefully looked after, fully equipped; will satisfy the most exacting inspection; £485; written guarantee; h.p., exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052/53/54 any time. [C4065

ROVER (60, 75 and 90)

BOON & PORTER, Ltd.

1950 Rover 75 saloon, black with red upholstery, one owner, chauffeur driven, radio, heater, excellent throughout; £695.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

1954 Rover model 75.

5000 miles, one owner, black, brown leather, maroon covers, push-button radio, free wheel, spot lamp, screen washer, spares and tools unused, absolutely as new; £1,275.

MILL HILL GARAGE, Edenbridge 2162. [9215

COX's, of Leicester, offer:—

1952 Rover P4 75, black/grey, low mileage, immaculate throughout; £995.

1953 Rover P4 75, sage green/green leather, 13,000 miles, one owner; £1,095.

COX'S MOTORS (LEICESTER), Ltd., Conduit St., Leicester. Tel. 60319. [C1059

PHILIP RICKARDS, Ltd., offer:—

1954 Rover 90, green, radio covers, 7,300 miles; part exchange; deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

MAIDSTONE ENGINEERING Co.

1948-9 Rover, October registration, 75 saloon, 6-light, this is a remarkable example, colour is black and is literally unblemished, the interior is upholstered in grey leather with carpets to match, all of which are equal to new; this car has been maintained in really excellent condition and is superior to many 1954 cars, mechanically the car is absolutely silent, one has to glance at the oil gauge to be sure that its engine is running, whole car equal to new, fitted heater, etc., twin chrome windtone horns, chrome centre pass lamp; open to any trial or examination, a most immaculate specimen for the gentleman who prefers something out of the ordinary; terms, exchanges; £595.

CROSS St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

1954 Rover 90 saloon, 2,000 miles only; £1,265.—Below:—

400 miles only.—1954 Rover 60 saloon; £1,165.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

1300 miles.—1954 Rover 60 saloon, green, faultless.—Weybridge 600. [C4023

£595.—1948 Rover 75 saloon.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1953 Rover 75 saloon, black, genuine 9,000 miles, one owner, guaranteed; £1,060.—Below.

1954 Rover 60 saloon, genuine low mileage, spare unused, one owner; £1,060.

RIPCO, Ltd. (Rovers purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-4. [C3052

1951 Rover 75 P4 saloon, black with grey leather, H.M.V. radio, heater, low mileage, one owner, superb condition; £875.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 3441. [C1036

G. S. OSCROFT & Co., Ltd., Castle Boulevard, Nottingham. Tel. 45024 (main Vauxhall-Bedford dealer).

1951 model Rover P4, fitted with "90" engine, finished in olive green with grey leather upholstery, fitted with heater, H.M.V. radio, loose seat covers and screenclean, one owner, taxed for the year; £895. [9312

1949 Rover 75 sports saloon, radio, black/grey upholstery; £595.—Dunham & Haines, Luton 2100-1. [C1079

1948 Rover 75 sports saloon, H.M.V. radio; £595; written guarantee; h.p., exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052/53/54 any time. [C4065

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER (60, 75 and 90)

1954 Rover 90, works mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [C3006

1949 Rover 75 saloon, black/red leather, radio, heater, excellent condition; £625.—Ruislip Motors, Ltd., West End Rd., Ruislip. Ruislip 4340. [9549

1954 (August) Rover 60 saloon, works mileage only.—Sydney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [C3006

1949 Rover 75 P3, one careful owner, superb order; £645.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312.

1951 Rover P4 sal., cream/red leather, one owner, special 3-carburettor engine modification costing £150, radio 22,800 miles; £850.—May. 5242. [C3030

1954 (April) Rover 90 saloon, 4,000 miles, black with beige leather, radio, heater, as new; £1,245.—Harry Martin, 23, Devonshire Place Mews, W.1. [9455

1953 Rover 75, one owner, first-class condition throughout, black, beige leather; £985.—Auto Service Garage, R. L. Stevenson Ave., Bournemouth. Tel. Westbourne 63344. [9269

1954 Rover 90, black, fawn leather, delivered July, 728 miles, chauffeur driven; £1,275, taxed and insured.—Viscountess Bledisloe, Redhill House, Lydney, Gloucestershire. [9380

1952 Rover P.4, blue, one private owner, maintained only by Rovers of Fulham, very good original condition; £800; larger car purchased only reason for sale; London area.—Box 8208. [9245

£935.—1953 (May) Rover 75 saloon, in blue, radio, heater, taxed year, mileage 21,000, spare unused, car immaculate; cash or h.p.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. Tel. 1924 Cheetham Hill. [9336

1953 P4, black, loose covers, 5,700, price £1,075; also 1952 P4 75, olive green, Rover/H.M.V. radio, one owner-driver, first-class throughout, £875; A.A. examination welcomed; terms; exchanges.—Tel. Birmingham Bearwood 1197 (any time). [9453

£744!!! Rover P4 de luxe saloon; this vehicle being original throughout looks and runs as though its only done 5,000 miles, bodywork like brand new, interior leather spotless, magnificent on the road; 3 months' guarantee; hire purchase, exchanges.

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£945!!! March, 1952 Rover 75 saloon, property of wealthy titled owner, maintained and serviced by family chauffeur, immaculate condition and of genuine low mileage, heater, radio, wing mirrors, screenwashers, white side-wall tyres.

CAMDEN MOTORS, Leighton Buzzard 2041; write for catalogue, open till 8 p.m. [C1035

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OFFERED by:—

EVANS (WIMBLEDON), Ltd., A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [9195/R

W. J. BROWN, Ltd., established over 30 years.

1954 (August) Land-Rover, 2,600 miles; £650.

339, Finchley Rd., N.W.3. Hampstead 4414.

1952 Land-Rover, one owner, used only on roads, green; £425.—Below. [C1025

1951 Land-Rover, one owner, used only on roads, green; £375.—Hale Motors, Ltd. Tot. 7771-4. [C2077

1953 Land-Rover registered Sept. '52, one owner, used as private car, perfect condition; £460.—Box 8214. [9250

HARVEY HUDSON, Ltd. (the Land-Rover specialists), offer from the finest stock of reconditioned and guaranteed Land-Rovers in the country:—

1952 Land-Rover, 18,000 miles, one owner, outstanding condition; £445.

1951 Land-Rover, 17,000 miles, one owner, good condition; £415.—Harvey Hudson, Ltd., Woodford, London, E.18. Wanstead 0056. [C2039

Land-Rover Cars Wanted

LAND-ROVER wanted, must be 1953-4, low-mileage model.—Box 8206. [9241

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HARVEY HUDSON, Ltd. (The Land-Rover Specialists), wish to buy Land-Rovers.—Woodford, London, E.18. Wanstead 0056. [W2039

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HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

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FINCHLEY (Finchley 0081).

GREAT WEST ROAD (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0029/R

BEARTS, of Kingston, Rover Specialists, sales, spares, repairs.—102 London Rd., Kingston. Kingston 3348. [0080/R

Rover Miscellaneous Cars Wanted

ROVER wanted, post-war, saloon, coupe or tourer.—Gordon Woodeson, 48a, Drewstead Rd., S.W.16. Streatham 8638 [W4059

Rover Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0242/R

ALMOST new Rover required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ROVER buyers.—Motourists (London), Ltd., Gt. North Rd. E. Finchley Station, N.2. Tudor 2301-2.

REQUIRED, really good Rover.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

BIRMINGHAM.—Post-war Rovers wanted, distance no object.—Hatton Motors, Ltd., 71, Broad St., Midland 2437. [0214/R

XXX H. F. Edwards offer immediate cash for good Rovers.—28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

POST-WAR Rovers wanted.—Wilson's Automobiles & Coachworks, Ltd., 34, Acre Lane, Brixton, S.W.2. Brixton 4011. 3, Dorking Rd., Epsom, Surrey. Epsom 3901. [0567/R

GORDON & GLYNN, 189/195, Pavilion Rd., S.W.1, urgently require '36/'39 Rover sports saloons, drop head coupes and sports tourers for cash.—Sloane 8326/4426. [W2075

Rover Spares and Service

LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0219/R

EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon. Tel. 0163-4-5. [0147/R

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0009/R

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares, service available. —321, Romford Rd., Forest Gate, E.7. Maryland 4818.

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0556/R

SIMCA

1951 Simca Aronde for sale, owner driver; reasonable offer accepted.—Box 8222. [9287

1954 (September) Aronde, latest model, 700 miles only; £645.—Mansfield Autos, Ltd., Euston 2587. [C3042

SUPERB Aronde saloon, 12,500 miles, as new; £675, guaranteed.—C. V. Rushmer, 39, Holland Park, W.11. Park 5731. [C3061

1954 Simca Aronde, 2,600 miles, grey, taxed, as new; £629; terms, exchanges.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. [8601

1953 Simca saloon, actual show car, radio, loose covers, fog lamps, etc., genuinely indistinguishable from new; £750; part exchange, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965.

SIMCA Aronde.—Several demonstrations cars available; very low mileage and maintained in perfect condition.—Details from Fiat (England), Ltd., Water Rd., Wembley. Tel. Perivale 5651. [0395/R

Simca Cars Wanted

REQUIRED, really good post-war Simca.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

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AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1950 Singer 1500 saloon, immaculate condition, very low mileage; £495.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

1948 Singer 10, one owner, thoroughly sound condition; £275.

CLARKE'S OF PIRBRIGHT, near Woking, Surrey. Brookwood 2201. [C1049

1950 Singer S.M.1500, immaculate; £450.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

£110!!!—Don't miss this; 1938 Singer 9 Bantam saloon, economical and sound, loose covers, go anywhere, txd.—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. [C1011

89 gns.—Singer 9 1936 4-door saloon, sliding head, leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

£475!!! Singer S.M. 1500 saloon, 1950/1, full de luxe series with heater built in, twin passlights, etc., one previous owner, the whole car in completely original and very genuine condition, luxury motoring coupled with very low running costs.

CAMDEN MOTORS, Leighton Buzzard 2041, write for catalogue, open till 8 p.m. [C1035

Singer Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

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SINGER cars, all models, for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004

ALL Singer models wanted urgently; inspection arranged anywhere in the country.

GORDON CARS (LONDON), Ltd., 26, Northend Rd. (opposite Golders Green Station), N.W.11. Speedwell 4701. [7044

Singer Spares and Service

THE Singer Agents for spares, service repairs, Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754/R

LANCASHIRE'S premier stockists.—Culthurst & Grimshaw, Whalley New Rd., Blackburn. Tel. 48091. [6109

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701/2. [0605/R

Singer Spares and Service

ALLENS OF BRISTOL.—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock; quote chassis number.—Berkeley Square, Bristol. Tel. 25514. [0219

SPORTS CARS

CARS for the enthusiast.

IF you require a good pre-war car in excellent condition at a reasonable price we have the finest selection in the country. Our stock consists of good veteran, vintage, Continental and sports cars, with all types of coachwork. Immediate hire purchase and part exchange. We are open till 9 p.m. 7 days a week, including Saturday and Sunday for inspection.

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675 gns.—M.G. Midget, June, 1954. T.F. 2-seater, ivory, red leather, 2,000 miles.

495 gns.—M.G. Midget 1951 T.D. 2-seater, supercharger, oil cooler, one owner.

495 gns.—Morgan Plus 4, December, 1952, sports 2-seater, one owner, small mileage.

395 gns.—Frazer Nash-B.M.W. 1936 2-litre type 326/80 special convertible, high compression engine, 3.7 axle.

365 gns.—Aston Martin 1938 15/98 short chassis 2/4-seater.

195 gns.—Lagonda 1933 16/80 sports tourer, cycle-type front wings.

95 gns.—M.G. Midget 1933 8hp J.2 2-seater; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

PERFORMANCE CARS, The Sports Car People, Great West Rd., Brentford Middlesex. Tel. Ealing 8841 (3 lines).

ONLY 3 minutes from Northfields Tube Station, Piccadilly or District Underground.

WRITTEN guarantee, immediate h.p. and insurance B.M.T.A., M.A.A.; appointed R.A.C.

FROM over 150 in stock all plainly marked with year and price we select:

ALLARD 91P sports saloon, 1952, £595; Allard 71L drop head foursome, 1949, £345.

ALVIS Speed 25 d/h foursome, 1938, £275; Alvis 4.3 d/h foursome, 1938, £295.

ALVIS Speed 20 saloon, 1934, 2 from £145; Alvis Firefly saloon, 1934, £95.

ALFA-ROMEO 1750 Zagato 2-seater, 1934, £375; Alfa-Romeo 2.3 d/h foursome, 1938, £295.

AUSTIN-HEALEY 100 2½-litre 2-seater, wire wheels and overdrive, 1954, red; £965.

A.C. 16/80 2-seater, 1936, £195; A.C. 16/66 4-seater tourer, 1936, £195.

ASTON MARTIN, large selection of pre-war models. See under "Aston Martin" column.

BENTLEY 3½ Freestone & Webb saloon, 1935; £265; Bentley Red Label 3-litre tourer, 1925, £145.

B.S.A. 10hp 4-seater, 1937, £115; B.S.A. 10hp 2-seater, 1937, £125.

DELAHAGE Type 135 MS drop head foursome, 1949, regd. 1954, £1,075; Dellow 2-str., 1950, £265.

FRAZER NASH-B.M.W. 326 coupe, 1938, £295; F.N.-B.M.W. 326 sports saloon, 1937, two from £265.

FIAT 1100 sports saloon, recond. unit, 1938, £245; Fiat 500 convertible, 1939, £185.

HEALEY Silverstone 2-seater, 1950, £545; Healey 2½-litre Duncan sports saloon, 1949, £555.

HILLMAN Minx convertible, 1951, £525; Humber 2½hp Snipe saloon, 1939, £275.

JAGUAR XK120 C-type mods., 1952 £895; Jaguar XK120, 1951, choice 2 from £865.

JAGUAR 3½-litre sports saloon, 1948, £425; Jaguar 3½-litre sports saloon, 1939, £225.

JAGUAR SS100 2½ comp. 2-seater, 1940, £425; Jaguar SS100 3½ comp. 2-seater, 1936, £275.

JAGUAR SS100 2½ comp. 2-seater, 1937, £325; Jaguar SS100 2½ comp. 2-seater, recond. unit, 1937, £345.

LANCIA Aprilia sports saloon, 1938, £375; Lancia Lambda tourer, 1930, £125.

LAGONDA 4½-litre sports saloon, 1935, £145; Lagonda 3½-litre sports saloon, 1935, £165.

MERCEDES-BENZ 170V saloon, 1937, £175; Mercedes-Benz 38/250, fitted Leyland diesel, £395.

M.G.—See large selection under M.G. column; also spares and service.

RILEYS.—See large selection under Riley column; also spares and service.

ROLLS-ROYCE Ph. II Gurney Nutting d/h foursome, large touring boot, ride control, 1934, £595.

ROVER 12 sports saloon, 1937, £225; Rover 14 sports saloon, 1937, £245.

STANDARD 14hp saloon, 1938, £195; Standard 8hp saloon, 1940, £285.

SINGER 9hp roadster, 1939, £225; Singer 9hp Le Mans 2-seater, 1936, £185.

TR2, white, with wire wheels and leather, 1954, £865; also TR2 white with overdrive, 1954, £755.

UNIVERSALLY acclaimed the finest sports car selection in the country.—Please write for illustrated 10-page list.

PERFORMANCE CARS ANNEXE NUMBER 1.

ALVIS Speed 20 saloon, 1934, £145; Alfa-Romeo 16hp tourer, 1933, £155; Austin 7 2-seater, £45.

B.S.A. 10hp 4-seater tourer, £125; B.S.A. 10hp 2-seater, £125; B.S.A. 10hp 2-seater, 1938, £175.

BENTLEY 6½ tourer, 1930, £145; Bentley 3-litre tourer, 1925, £195; Delage D8 coupe, 1951, £95.

FRAZER NASH V8 unit, 2-str., £135; Ford 10 4-door sal., 1938, £125; Ford 10 tourer, 1937, £125.

LAGONDA 2-litre saloon, £145; Lagonda 4½ saloon, £125; Lagonda 3-litre tourer, £125.

MERCEDES-BENZ 2-litre cabriolet, 1934, £95; M.G. 18hp coupe, 1937, £95; Packard utility, £95.

RILEY 9 saloon, £95; Riley 9 utility, £95; Riley 1½ saloon, £125.

ROVER 10 saloon, £125; Singer 9 tourer, 1935, £125; Wolseley Hornet coupe, £45.

PERFORMANCE CARS ANNEXE, Windmill Rd., Brentford, Middx. Ealing 8841 [C3041

1951 Allard K2 sports 2-seater, royal blue, many extras, first class condition; £595.—Pantiles Service Garage, London Rd. Guildford 5326. [C3035

H.R.G. 1½-litre Meadows, excellent condition and performance, recent overhaul b.r.g., ideal rally car; £320.—Box 8299. [9510

100 m.p.h. Invicta low chassis tourer, excellent example; £385.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

£145.—Marendaz Special 1934 model 17/97 open 4-seater; fitted reconditioned 1947 Vauxhall 14hp J type, fast and economical.—S. Ellis, 5, Ganton Rd., Sheffield, 6. [9261

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

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£155—Riley 9 open sports 4-seater, really smart.

£145—M.G. 12hp open L-type sports 4-seater, cream.

£140—Singer 9 Le Mans type 4-seater 1937, green.

£135—Singer 9 Le Mans type 4-seater, red.

£125—Morris 8 1937 open 4-seater, new engine, new hood.

£120—Singer 9 Le Mans type open 4-seater, cream.

£110—S.S. 20hp open sports 4-seater, immaculate in cream.

£100—Singer 9 Le Mans type open 4-seater, red.

£75—M.G. 8hp open sports 2-seater, red, pretty car.

£54—Morris 8 Series I 1936 open 4-seater, in good running order but hood and paintwork poor; genuine B. & G. bargain.

MANY others; easy terms.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019

BERT MASON SPORTS CARS.

£45—Austin 7 2-seater sports; £105, Morris Cunard. Special open sports 4-seater; £125, Vauxhall open sports 4-seater; £145, M.G. 8hp sports 4-seater; £155, M.G. P.B. sports 4-seater; £175, M.G. 2-litre drop head coupe; we have a very large selection of Alvis, Lagonda, M.G. and in fact all types of sporting vehicles; we invite you to call and inspect; hire purchase on all vehicles.—Bert Mason Sports Cars, 77, Cricketfield Rd., Clapton, E.5. Amherst 1814. [3078

ALTA-JAGUAR sports/racing 2-seater for sale.—See "Racing Cars." [9382

CHIPSTEAD MOTORS, Ltd.—Specialists in high grade sports and racing cars.—See under Alfa-Romeo, Bentley, Jaguar, Lagonda, Rolls-Royce and Triumph columns, allow us to quote for your present car. [C1046

£120—Professionally rebuilt 12hp M.G., attractive sports racing 2-seater, good oil pressure, tyres, etc.; consider exchange saloon.—Johnson, 79, Henshaw Rd., Wellingborough, Northants. [9222

BENTLEY 15.9hp, hybrid red/blue, 1924, 1938 saloon body, unused since major engine overhaul, 460 hours spent on body and chassis, minor detail work to complete; £175.—Sunningdale Motors, Sunningdale, (Ascot 519.) [9208

JOHNSON & BROWN offer Alfa-Romeo 1750, s/c, black, excellent condition throughout; £195; Frazer Nash T.T. Replica, £175; Rolls-Royce P.II saloon, good running order, £145; 1938 Jaguar 3½-litre saloon, 42,000 miles only, radio, excellent, £245.—Ringers Road, Bromley, Ravensbourne 2322. [C2073

1951 Dellow Mark II in beautiful unmarked condition, fitted twin S.U.s, reconditioned engine, double valve springs, relined brakes, new battery, spares include brand new Marshall Nordec supercharger with all accessories, two spare wheels, all new tyres, taxed; £375; terms arranged.—Elliott, 61, Farrer St. (Near Infirmary), Middlesbrough. [9388

CHILTERN CARS offer a selection of sports cars in exceptional condition, including Speed 20 Alvis tourer, £175; Type 319 F.N.-B.M.W. foursome cobriolet, £145; Alvis 12/50 T.J. saloon, £95; 3-litre Bentley Red Label special foursome coupe coachwork £175; 1939 B.M.W. 328 2-str., £425; J.A.G. V.8 special 2-str., offers. 1938 3½-litre Jaguar 100 2-str., £385; 1938 2½-litre Jaguar 100 2-str., £335; 1932 M.G. F-type Magna Continental coupe, £85; Riley Sprite 2-strs., crash box, choice of two from £335; 1925 Rolls-Royce 20 sports saloon, £155; 1938 Triumph Dolomite 1½-litre sports saloon, £225; 1931 24hp Vauxhall Hurlingham roadster, £95; terms, exchanges.—11a, Water Lane, Leighton Buzzard 2060. [C1045

Sports Cars Wanted

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JOHNSON & BROWN, required clean sports cars.—Ringers Rd., Bromley, Ravensbourne 2322. [W2073

PERFORMANCE CARS.—S.O.S.! Stock sinking rapidly, sports cars wanted desperately for cash.—Great West Rd., Brentford, Middlesex. Ealing 8841.

MERCURY MOTORS wish to purchase good used sports cars of most types—M.G., Riley, Sunbeam-Talbot, Morgans, etc.; please write, 'phone or call, giving full particulars of price required; our representative will call if it is inconvenient for you to come to Wembley.

MERCURY MOTORS, Universe House 825-6, Harrow Rd., Wembley, Middx. Wembley 6058-9. [W3014

Sports Cars Spares and Service

TUNING repairs unobtainable spares made.—Automendes, Ltd., Perry Rd., Barnes, S.W.13. Riverside 6496 [0753/R

STANDARD 8

CAR MART, Ltd.

1954 Standard 8hp saloon; £525.—Car Mart, Ltd., 37, Davies St., Grosvenor Sq., W.1. Mayfair 5011. [C1039

1946 Standard 8 saloon, excellent; £275 o.n.o.—67, Walfield Ave., Whetstone, N.20. [9282

£279—Saloon 1948 model, new engine, superb.—Value Cars, Prospect 7520. [C4068

1954 Standard Eight saloon, green, one owner, low mileage, £500.—Hale Motors, Ltd. Tot. 7771/4. [C2077

1948 Standard 8 sln. overhauled; £310.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1954 (June) Standard 8, 2,000 miles only, £20 under list.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C5063

£325—Standard 8 1948 drop head coupe, excellent cellulose, leather interior, almost as new, good hood; choice 2.

BENNOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube). Exchanges, h.p. [C1017

£235—1946 Standard 8 drop head coupe, nice condition; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1946 Standard 8 d/h coupe, new engine and resprayed, 1,500 miles ago; £275.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [C1015

STANDARD 8

1954 (Aug.) the new Standard 8 de luxe, black, condition as new, 3,000 miles only; £575.—Hawes, 5, Winchester Rd., Northwood, Middx. Tel. 689. [9372

1954 Standard 8 saloon, fitted heater, taxed to December, delivery mileage only; terms, exchanges.—A. E. Palmer Motors, Ltd., Luton 4212. [9530

£145—1939 Standard 8hp drop head foursome coupe, new hood, good tyres (2 new), good runner, any trial.—203, Corbets Tey Rd., Upminster. Tel. Upminster 3443. [8847

PRIDE & CLARKE, Ltd., 1954 Standard 8 saloons, low mileage, heater, choice several colours and specifications; from £479, 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

1946 Standard 8 de luxe saloon, black, low mileage, really exceptional condition throughout, many extras; £285.—Harold Harding Motors, 645, Garratt Lane, Earlsfield, S.W.17 (15 minutes Waterloo), Wimbledon 0607. [9523

245 gns.—Standard 8 August, 1945, foursome drop head coupe, good tyres, excellent condition; choice of four Standard 8s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

STANDARD 9

1936 Standard 9, specimen; £135.

1937 Standard 9 saloon, excellent throughout; £165; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

STANDARD 1939 Super 9 saloon, one owner, carefully maintained, excellent condition, many extras, with £10 spares; £250; taxed; Chelmsford.—Great Baddow 339. [9445

STANDARD 10

1954 Standard 10, works mileage; £625.—Hawes, Quakers Hill, North Walsham, Norfolk. [9422

£100—Standard 10hp 1934 saloon, reconditioned high-compression engine, extremely good throughout, heater, fog lamp, Windtone horns.—Wanstead 8052. [9423

165 gns.—Standard 10 1937 saloon, sliding head, leather, heater, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

STANDARD 12

1946 Standard 12, black saloon, excellent condition, new engine, new tyres, completely overhauled, radio; £300.—Foo 2754. [9236

STANDARD 14

HENDON CENTRAL GARAGE, Ltd., offer:—

1948 Standard 14 saloon, taxed year, extremely good order throughout; £365.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

1948 Standard 14 saloon, black with red leather, one owner, excellent condition; £360.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court. Mol. 6109.

1948 model (5.11.47) Standard 14, nice condition, recent engine overhaul; to clear at reduced price of £295.—Midland Motors, Hen. 8902, Col. 7542. [9436

1938 (late) Standard 14 h.p. saloon, very clean car in excellent condition; £195 or £65 deposit, balance 18 months; exchanges, insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [C4071

STANDARD 20

£40 deposit, balance £110 monthly (private).—1936 Standard 20, £85 just spent, no rust, total mileage 25,000.—Ward, "Weirside," Horrabridge, Devon. [9383

STANDARD VANGUARD

CAR MART, Ltd.

1952 Standard Vanguard saloon; £625.

1951 Standard Vanguard saloon, heater; £550.—Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039

AUTOMOBILIA, Ltd., offer:—

1951 (Sept.) Standard Vanguard estate, silver grey, red leather, one titled owner, excellent condition; £575.

1951 (Nov.) Standard Vanguard 4-door de luxe saloon, grey, red leather, heater, fog lamps, low mileage, exceptional condition; £555.—Automobilia, Ltd., Copbrook Garage, Dorking 4304. [C1069

ROSE & YOUNG, Ltd., offer:

1952 Standard Vanguard estate car, low mileage, one owner, fitted heater; £675.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C3057

H. A. SAUNDERS, Ltd., offer:—

1953 Standard Vanguard saloon, black, red leather upholstery, radio, heater, overdrive, many extras; £650.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

GLANFIELD LAWRENCE offer:—

1953 Standard Vanguard saloon, black, 18,000 miles, heater, literally unmarked throughout; £590.—407, High Rd., N.12. Finchley 0091. [C2053

1954 Vanguard Phase II sal., blue/red upholstery, one owner, 4,400 miles; £750. May, 5242. [C3030

1951 Standard Vanguard estate car, green, very good condition; £535.—Hale Motors, Ltd. Tot. 7771/4. [C2077

1953 Vanguard saloon, one owner, leather; £595; written guarantee; H.P.; exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime. [C4065

1951 Vanguard, immaculate; £475 or £120 deposit, terms.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1951 Vanguard, black, heater, low mileage, superb; £495.—Grays Cars (London), Ltd., 277, Green Lanes, London, N.13. Pal. 2365. [9545

STANDARD VANGUARD

1951 Standard Vanguard saloon, heater, leather, loose covers; £495.—Read Car Co., Ltd., Brighton Rd., Sutton. Vigilant 8978/8403. [C3048

575 gns.—Standard Vanguard 1953 saloon, black, fawn leather, heater, excellent condition; terms, exchanges.—Rowland Smith, below.

395 gns.—Standard Vanguard 1949 saloon, mist green, brown leather, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1954 (July) Vanguard, Phase II, grey, black top, radio, Tygan seats, 800 miles; £810.—R. Francis, 114, The Croft, Trowbridge. Tel. 2487. [9391

HILLWOOD MOTORS.—Standard Vanguard Phase 2 saloon, green, beige leather, heater, 12,000 miles, one owner, as new; £675.—Mill Hill (London) 4232. [9355

1951 Standard Vanguard, black/red leather, heater, written guarantee; £495.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

1953 (July) Phase II, grey, red upholstery, heater, fog lamp, one owner, 14,000 miles, taxed December; £675.—K. J. Motors, Ltd., Bromley, Ravensbourne 3456. [9486

1952 model Standard Vanguard saloon, jade green, leather upholstery, heater, perfect; £535.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 2039 and 5306. [C4074

£730!!!—1954 (May) Standard Vanguard, Phase II, blue/red, heater, 1,000 miles only.—Staravia, Blackbushe Airport, Camberley, Surrey. Tel. Camberley 1600. Ext. 230. [9490

1953 Standard Vanguard Phase II, black, radio and heater, low mileage, as new; £685; another at £655—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

TANKARD & SMITH, Ltd., offer 1952 Standard Vanguard saloon, blue with blue leather, exceptional condition throughout; £565, 3 months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4026

PRIDE & CLARKE, Ltd.—1953 Standard Vanguard Phase II saloon, grey/blue, leather, heater, radio, covers, £669; 1949, grey/blue, heater, radio, £349, 3 months guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

1952 Standard Vanguard saloon, comet blue, red leather, one owner, heater, taxed, exceptional condition throughout, any inspection invited; £575.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

1953 (July) Standard Vanguard Phase II, grey, heater, radio, and many useful extras, one owner, superb condition in every detail; £695; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

Standard Vanguard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Vanguard required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

STANDARD MISCELLANEOUS

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0052/R

Standard Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Standard 12 or 14.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181/R

XXX H. F. Edwards offer immediate cash for good Standards.—26-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Standard Spares and Service

KJ MOTORS, Ltd.—Spares, reconditioned units, Girling, Radiomobile agents.—Bromley Rav. 3456. [0367

LARGE stockists of Standard spares and replacement units.—John Kaye (Leeds), Ltd. New York Rd., Leeds, 2. Tel. 29439 [0301/R

BARKER'S MOTORS (LONDON), Ltd. (Tel. Balham 6666, for Standard spares, sales and service.—209, Balham High Rd., S.W.17. [0522

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines, 1938 onwards; quote commission number when ordering.

WHITE'S GARAGE, Ltd., Standard and Triumph Distributors, Grimsby. Tel. 5486. [0475/R

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359/R

MARGATE, Kent.—Service and spares for all models.—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [3774

STANDARD spares all models from 1935 (replacement units from 1938), complete overhauls, body repairs, recellulosing.—Puttocks, Ltd. (S.W. Surrey distributors), Alexander Terrace, Guildford 5391. [4251

LANKESTER ENG. Co., Ltd (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call, orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286/R

HALLS (FINCHLEY) Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guarantee three months; Girling and Bendix stockists.—Alcadia Ave., Finchley, N.3. Finchley 5908/9. [0002/R

STUDEBAKER

METCALFE & MUNDY, Ltd.

1952 Studebaker Champion, French grey, rim embellishers, 9,000 miles, 24 mpg; this car is absolutely in new condition.

1951 Studebaker Commander convertible, power-operated hood, tastefully cellulosed in Mediterranean blue, special chrome discs, radio and heater, whitewalls, 18,000 miles, Hydramatic drive, special performance and mileage meter fitted; this car is fitted with the very fast V.8 power unit, giving 19 mpg and 95 mph; a really outstanding car.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STUDEBAKER

1940 Studebaker 22hp, immaculate car; £320; 3 months' guarantee; terms and exchanges.—JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1952 Studebaker 4-door saloon, grey.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

1948 Studebaker Champion 4-door l.h.d. saloon, fitted all extras, 2-tone beige and green, new tyres, 27 m.p.g.; £525.—GROSVENOR MOTORS (MANCHESTER), Ltd., 185, Oxford Rd., Manchester, 13. Tel. Ardwick 2950. [C2076

SUNBEAM ALPINE

GEORGE HARTWELL, Ltd.

SUNBEAM ALPINE 1953 (October), duo-tone, cherry red/ivory, a unique and perfect specimen, 8,000 miles only, fitted with special detachable hard top.

SUNBEAM ALPINE, unregistered, Alpine mist, red, Whitewall tyres, shop soiled, offers around list price.

CONFIDENTIAL hire purchase; part exchanges.

35-41, Holdenhurst Rd., Bournemouth. Tel. Bournemouth 4161. [C2079

TOM GARNER, Ltd., offer:—

1954 Sunbeam Alpine roadster, sapphire blue, 4,000 miles only; £1,045.—TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

1954 (March) Sunbeam Alpine 2-seater coupe, Coronation red, one owner, as new; £985.—RIPCO, Ltd. (Sunbeams Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1953 Sunbeam Alpine roadster, finished blue with light fawn leather, 11,000 miles, fitted heater, rev. counter and screen washers; wonderful value at £775.—CASTLE'S, Church Gate, Leicester. Tel. 65251. [9302

1953 late Sunbeam Alpine 2-seater, Alpine Mist, with red upholstery, 13,000 miles, this car has not been raced, one fussy owner; £875.—G. E. Harper, London Rd., Stevenage. Tel. 700. [9297

1953 (June) Alpine, radio, heater, one owner, 16,000 miles; £935.—Tolworth Motors, Ltd., The Broadway, Kingston By-Pass, Tolworth. Elmbridge 2254-5. [C4081

1954 Sunbeam Alpine sports, ex-demonstrator, first regd. Apr., '54, mileage 9,000 only, Alpine Mist with red upholstery; £950.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [9351

1954 Sunbeam-Talbot Alpine convertible, one owner, guaranteed total mileage 10,000, radio, heater, wheel embellishers, pearl grey, red leather; £975 lowest.—A.F.N., Ltd., London Rd., Isleworth. Tel. Hounslow 0011. [2015

SUNBEAM-TALBOT

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley N.12. Tel. Hillside 4444, offer:—

1951 Sunbeam-Talbot 80 leather, heater and radio; £625.

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

GATEHOUSE offer:—

1951 Sunbeam-Talbot 90 convertible, fitted radio and heater; £625.

1947 Sunbeam-Talbot 2-litre saloon, black, very nice condition; £385.

1939 Sunbeam-Talbot, fitted with Humber Super Snipe engine, in first-class condition; £275.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021

GEORGE HARTWELL, Ltd.

SUNBEAM-TALBOT 1954 (Sept.) 90 Mark IIa convertible, sapphire blue/light fawn, 1,400 miles only, virtually a new car at £150 under list; £1,075.

SUNBEAM-TALBOT 1953 90 Mark IIa special Hartwell 2-seater drop head coupe, fitted with ohv 2½-litre tuned engine, 4.22 axle ratio, the most attractive and fastest of its type in existence, negligible mileage, finished coronation red with red interior; £995.

SUNBEAM-TALBOT 1951 90 Mark II convertible, satin bronze/red, fitted heater, immaculate throughout; £685.

SUNBEAM-TALBOT 1953 90 Mark IIa saloon, alpine mist/red interior, 16,000 miles and completely equipped with radio, heater, screenwash and numerous other advantageous extras, a specimen car; £935; another similar.

CONFIDENTIAL hire purchase; part exchange.

35 41, Holdenhurst Rd., Bournemouth. Tel. Bournemouth 4161. [C2079

TOM GARNER, Ltd., offer:—

1952 Sunbeam-Talbot 90 Mark II saloon, green, 21,000 miles; £795.

1954 Sunbeam-Talbot 90 Mark IIA saloon, black, 2,000 miles only; £1,095.—TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020/1

COX'S OF LEICESTER offer:—

1950 Sunbeam-Talbot 90 saloon, black/brown leather, heater, exceptional condition; £565.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 60319. [C1059

ROSE & YOUNG, Ltd., offer:—

1952 Sunbeam-Talbot 90 drop head coupe, low mileage, one owner since new, exceptional condition, blue; £685.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C3057

OVERSEAS CARS, Ltd., offer:—

1950 Sunbeam-Talbot 90 saloon, grey, loose covers, excellent condition; £550.—OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. [C3031

1939 Sunbeam-Talbot 20hp, £235; 3 months' guarantee; terms and exchanges.—JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1946 Sunbeam-Talbot 10 drop head coupe, well known owner, beautifully kept; £375.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036

SUNBEAM-TALBOT

CLUBMAN AUTOS, Ltd., offer:—

1947 Sunbeam-Talbot 4-seater sports tourer, black, immaculate condition throughout; £375.—H. P. motor cycles taken in exchange.—158-142, Tooting High St., S.W.17. Balham 3484. [C1095

H. BEART & Co., Ltd., offer:—

1953 Sunbeam-Talbot saloon, fitted radio, loose seat covers, genuine low mileage, and in superb condition throughout, full details on request; £895.—102, London Rd., Kingston-on-Thames, Kingston 3348. [C1081

WARWICK WRIGHT, Ltd., offer:—

1954 Sunbeam-Talbot 90 Mark IIa convertible coupe, light stone, radio and heater, 8,000 miles; £995.

1953 Sunbeam-Talbot 90 Mark IIa saloon, ivory/black, 16,000 miles; £915.

1952 Sunbeam-Talbot 90 Mark II convertible coupe, grey, radio, 16,00 miles; £745.—WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

GUY SALMON AUTOMOBILES offer:—

1953 Sunbeam-Talbot Alpine, low mileage, immaculate condition; £885.

1953 (Sept.) Sunbeam-Talbot 90 foursome convertible, satin bronze, red upholstery, heater, 4,000 miles only, quite as new; £895.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

KNIGHTSBRIDGE MOTORS, Ltd., offer:—

1954 Sunbeam-Talbot 90 saloon, grey with red leather, 2,900 miles only, maker's heater, taxed December; £995.—1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4066. [C2063

LEONARD WILLIAMS (DISTRIBUTORS), Ltd., offer:—

1953 Sunbeam-Talbot 90 Mark IIa saloon in crystal green with fawn leather, equipment includes Rootes heater and demister, windscreen washer, roof luggage carrier, twin foglamps, wing mirror, cigar lighter, a carefully used one-owner car in showroom condition, 10,750 miles; £875.—LEONARD WILLIAMS (DISTRIBUTORS), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400 [8578

1954 (Sept.) Sunbeam-Talbot 90 convertible, 135 miles only; £1,085.

1951 (July) Sunbeam-Talbot 90 saloon, heater, etc., one owner, perfect; £650.—Gibsons Sports Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9036

1951 Sunbeam-Talbot saloon, radio, heater, immaculate condition throughout; £645.—GORDON CARS (LONDON), Ltd., 26, North End Rd. (opposite Tube Station), N.W.11. Speedwell 2564. [9494

1954 (May) Sunbeam-Talbot saloon, 4,500 miles; £975.—Tel. Barlow 3218 evenings. [9400

1950 (November) Sunbeam-Talbot 90 drop head foursome, heater; £565; written guarantee; H.P.; exchanges; trade enquiries welcomed.—HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime. [C4065

225gns.—Sunbeam-Talbot 10 1940 sports saloon, sliding head, leather; terms, exchanges.—Rowland Smith, below.

225gns.—Sunbeam-Talbot 1940 3-litre saloon, sliding head, leather, discs, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018

1950 model Sunbeam-Talbot 80 de luxe saloon, black, fitted heater, outstanding example; £575.—Gardner & Co. (Hendon), Hendon 3359 and 8460. [C2074

1953 series Sunbeam-Talbot 90 Mark IIA saloon, 7,000 miles; £865.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester 3. Tel. Deansgate 3325-6. [C2028

JACK ROSE, Ltd., offer: 1952 (September) Sunbeam-Talbot 90 saloon, 17,000 miles, one owner, a beautiful car; £725.—Stafford Rd., Wallington, Surrey. Wallington 6677. [W3056

1952 (September) Sunbeam-Talbot 90 drop head coupe, black/red, radio, heater, chauffeur maintained, superb; offers.—Bruce France, 8A, Cromwell Mews, South Kensington, Flaxman 0513. [C2014

£675!!! Sunbeam-Talbot Mark II 90 saloon, 1951, late registration, purchased from local resident, full history available, bills, etc., for maintenance by Rootes agents, a really beautiful car.

£295!!! Sunbeam-Talbot 10 h.p. sports saloon, 1939 four-door model, almost identical to 1948 series, very smart lines and metallic finish, leather upholstery, sturdy compact little car with very brisk performance.

£595!!! Sunbeam-Talbot 90 saloon 1950/1, finished bronze with red leather, fitted heater, Rimbellishers, wing mirrors, faultless order.—CAMDEN MOTORS, Leighton Buzzard 2041, write for catalogue, open till 8 p.m. [C1035

ARCHIE SIMONS & Co., Ltd.—1952 Sunbeam-Talbot Mark II saloon, black/fawn leather, fitted heater, excellent condition; £725.—94, Gt. Portland St., W.1. Lan. 1345. [C4013

BLACK Sunbeam-Talbot saloon, 10hp, 1938, reconditioned engine, paintwork and interior good, 4 good tyres; £250.—J. Kingsley, c/o A Mess R.A.O.C., Bicester, Oxon. [8946

Sunbeam-Talbot Cars Wanted

ROOTES DISTRIBUTORS REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411)

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111/R

Sunbeam-Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

SUNBEAM-TALBOT cars, all models, for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004

ALL Sunbeam-Talbot models wanted urgently, inspection arranged anywhere in the country.—GORDON CARS (LONDON), Ltd., 26, Northend Rd. (opposite Golders Green Station), N.W.11. Speedwell 4701. [7045

ALMOST new Sunbeam-Talbot required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

REQUIRED, really good post-war Sunbeam-Talbot—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

XXX H. F. Edwards offer immediate cash for good Sunbeam-Talbots.—28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

URGENTLY required, 1949-53 Sunbeam-Talbot 80 or 90 saloons.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681.

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46381. [0465/R

TALBOT

1937 Talbot 10 saloon; £155; 3 months' guarantee, terms and exchanges.—JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

HILLWOOD MOTORS.—Talbot 19 1938 saloon, grey, green leather, carefully maintained, economical; £225.—Mill Hill 4232. [9356

195gns.—Talbot 1938 3-litre 4-door sports saloon, sliding head, leather, l.f.s., very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

Talbot Spares and Service

LARGE stocks new and second-hand Talbot spares, 1929-36, included ambulance.—Clare's Motor Works, 206, Knight's Hill, London, S.E.27. Gipsy Hill 0132. [0864/R

JOHN BLAND for pre-war Talbot spares and repairs, many spares manufactured including water pumps, water manifolds, oil filters, etc.; exchange service; splined wheel hubs, 27, Southfields Rd., S.W.18. Vandyke 1612 [0896/R

TRIUMPH

CAR MART, Ltd.

1949 Triumph 2,000 roadster; £515.—Car Mart, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039

SLOCOMBES, Ltd.

TRIUMPH 1800 saloon 1948, outstanding condition; £495; terms, guarantee, part-exchanges, cars or motor cycles.—38-52, Dudden Hill Lane, near Dollis Hill Underground. Willesden 4869. [C4017

COACHCRAFT offer:—

£440—1949 Triumph 2,000cc Roadster, two local owners, maintained by distributors, attractive vehicle in very good order throughout; 3 months' mechanical guarantee; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

ELM AUTOSALES offer:—

1947 (Aug.) Triumph 1800 saloon, black with maroon leather interior, fitted radio, heater and extras, a really excellent example; £465.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2017

B. J. HUNTER, Ltd., offer:—

1949 Triumph 2000 Renown saloon, really fine car, positively unmarked; £495.

1949 Triumph 2000 coupe, ex-property of engineer; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

CHIPSTEAD MOTORS, Ltd., offer:—

1954 T.R.2, green, Ace Rimbellishers, modified wheel nuts, tonneau, very low mileage, genuine bargain; £775.—CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154.

WARWICK WRIGHT, Ltd., offer:—

1952 (December) Triumph Mayflower saloon, grey, heater, 11,000 miles; £565.—WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

GUY SALMON AUTOMOBILES offer:—

1955 Triumph TR2, works mileage, leather upholstery, overdrive, available for immediate delivery.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

HENDON CENTRAL GARAGE, Ltd., offer:—

1952 Triumph Mayflower saloon, low mileage, fitted heater, perfect condition throughout; £575.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5. [C2034

PHŒNIX MOTOR Co. (SURREY), Ltd., offer:—

1952 (May) Triumph Renown limousine, jade green with dark fawn upholstery, fitted heater and H.M.V. radio, one owner, 24,000 miles only; an excellent example of this rare model; £650.—PHŒNIX MOTOR COMPANY (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. [C3044

1954 (Sept.) Triumph TR2, 800 miles; £795.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4006

D. J. SHEPHERD & Co. (ENFIELD), Ltd. offer:—

1953 Triumph Mayflower, immaculate condition, small mileage; £580.—D. J. Shepherd & Co. (Enfield) Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009

PERFORMANCE CARS.—Choice of 2, low mileage, specimen TR2s.—See under "Sports Cars." [C3041

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

1952 Triumph Renown, fitted H.M.V. radio; £600. PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. [C3038

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1949 Triumph Roadster 2000, finished black, red leather, fitted new hood, new radio with twin speakers, twin spot lamps and many extras, immaculate condition throughout; £525. [C1001

1951 Triumph Mayflower saloon, fitted with heater, immaculate condition; £495.

LYNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. [C2058

1947 (Sept.) Roadster, black, superb condition, recent overhaul, taxed; £425.—Mayfair 0131. [C3008

£575—1951 series Triumph Renown saloon, new condition.—Autowork Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1953 Mayflower, heater, 6,000 miles, fully guaranteed, as new; £575.—A. E. Palmer Motors, Ltd., Luton 4212. [9531

1950 (October) Triumph Renown saloon, black, radio and heater, in superb condition throughout, terms and exchanges; £495.

STARNES MOTORS, 103, The Broadway, Cricklewood, N.W.2. Gladstone 2480 and 0298. [9199

TRIUMPH Roadster 1800, Sept., 1948, all extras, unmarked condition taxed; £440.—92, Pirbright Rd., Southfields, S.W.18. Putney 5530. [9475

1949 Triumph 2,000 roadster, excellent condition; £485.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1952 Mayflower, radio, heater, leather; £545; written guarantee; h.p.; exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime. [C4065

495 gns.—Triumph 2000 1949 Roadster coupe, mist green, heater, new hood, carefully used; terms, exchanges.—Rowland Smith, below.

69 gns.—Triumph Gloria, November, 1934, 10hp sports saloon; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0494/R

TR2 just 3 weeks old, 600 miles only, full de luxe model, red with brown leather upholstery, cost £915 accept £825.—Rhodes, Biddulph, Staffs. Tel. 3263. [9225

1951 Renown, grey, blue leather, heater, immaculate, most beautiful car; £595.—Grays Cars (London), Ltd., 277, Green Lanes, London, N.13. Pal 2565. [9543

1954 (June) TR2, finished in ice blue with maroon wheels, fitted heater, many extras, one careful owner, 6,000 miles; terms and exchanges; £700.

STARNES MOTORS, 103, The Broadway, Cricklewood, N.W.2. Gladstone 2480 and 0298. [9547

J. DAVY, Ltd.—1954 (June) TR2, 4,500 miles, fitted suitcase, car matching tonneau cover, flashing indicators, quite as new; £795.—Western 9641 and Knightsbridge 4211. [C1069

1952 Triumph Renown saloon, grey with hide upholstery to match, loose seat covers, link floor mats, 18,000 miles, one owner, very genuine vehicle, £675.—Harvey Hudson, Ltd., Woodford, London, E.18. Wanstead 0056. [C2039

1952 Mayflower saloon, black, heater, new Exide battery, red upholstery, loose covers, excellent car; sole owner emigrating; A.A. inspection welcomed; £495.—Wright, 15, Old Deer Park Gdns., Richmond, Surrey. Tel. 5942. [8987

Triumph Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WANTED, 1951-2 Renown, black, low mileage, overdrive preferred.—Elmbridge 9430. [W3072

ALMOST new Triumph required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ROADSTER wanted; 1952 Morris Oxford in exchange.—45, Shirehall Park, N.W.4. Hendon 1648. [9360

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182/R

Triumph Spares and Service

TRIUMPH distributors for spares, service and repairs.

TEL. Lancaster Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-4. [0918/R

BASIL ROY, Ltd. Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7735. [0143/R

LARGE stockists of Triumph spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0302/R

PRE-WAR Triumph, all spares, new and second-hand, immediate attention.—C. W. Green and Sons, Brayford, Lincoln. Tel. 10884. [7292

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3522). [0355/R

UTILITY CARS

COACHCRAFT, offer:—

£395.—Riley 1½ 4-door estate brake, registered September, 1948, fold-flat seats, a particularly good specimen in first rate mechanical order and fitted with very expensive and well made body, heater, most useful vehicle, 3 months' mechanical guarantee.—Below.

£385.—Alvis 14 estate brake, 1948 series, registered October, 1947, fitted new engine, 1951, robust ash body, very attractive lines, fold-flat seats, suitable for business or pleasure purposes, 3 months' mechanical guarantee; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

BRADFORD utilities for sale, serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0621/R

UTILITY CARS

KHENRYTHE utility and shooting brake specialists, offer:—

1950 Lea-Francis factory built estate car, low mileage, one owner; £525.

1952 A70 4-door Countryman; £635.

ALWAYS in stock the following:—

AFORD 10s and 8s, Martin Walter Utilecons, Hillman Minx estate cars, A40 and Commer vans and good selection of inexpensive utilities.

K. HENRY, Ltd., 63-65, Great Portland St., London, W.1. Langham 3635 and 3954. [C2080

THEUTILITY VEHICLE CENTRE offer:—

A LARGE selection of post- and pre-war Utilicons, estate cars, station wagons, etc., always in stock; enquiries invited.

100 Great Portland St., London, W.1. Langham 6044-5 (Private Branch Exchange). [C4072

McKINNON MOTORS offer:—

1954 series Standard Vanguard estate car, birch grey, red Vynide, heater, taxed Dec., first registered Dec., 1953, one owner, genuine 8,000 miles only, spare unused; £825; this car is in brand new condition and is the four-door, plus two rear doors, de luxe model, not the two-door austerity, or van conversion type; to-day's new cost £930.

McKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

BRADSTOCK MOTORS, Ltd., offer

1954 model Morris Oxford traveller's car, 9,000 miles only, heater, loose covers, leather, one owner, immaculate; unrepeatable at £745.—Chase Rd., Epsom. Tel. 5696-7. [C1090

WANSTEAD MOTORS, L'd., offer:—

1953 Bedford Dormobile, 9,000 miles only; £685.

WANSTEAD MOTORS, Ltd., 643, Eastern Ave., Ilford. Valentine 1155-6-7. [C4042

ROWLAND SMITH'S for Utility cars.

675 gns.—Hillman Minx, late 1953 Phase VI estate car, foldflush rear seating, heater, small mileage, exceptional; terms, exchanges.—Rowland Smith, below.

365 gns.—Hillman Minx 1948 estate car, foldflush rear seating, steering column gear change, excellent condition; terms, exchanges.—Rowland Smith, below.

295 gns.—Ford V8, 1939 30hp 91A utility, makers 4-door 8-seater, natural timber body, excellent condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1947 Bedford 12hp utilecon, nice condition; £295.—Below.

FIRST registered 1947 Ford V.8 utility, wooden body, leather throughout, column gear change.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

MW. Bedford Dormobile, Autumn, 1953, excellent condition taxed December; £695.—Box 8289. [9500

£235!!!—1949 Jowett Bradford Utility, excellent condition and bargain price.

£535!!!—1951 Austin A40 Countryman special 4/5-seater utility carefully used example, fitted with heater; thoroughly recommended; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1953 Austin A40 Countryman, small mileage, as new; £650; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

OPEL utility, 1938; £100.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

£575.—Hillman Minx estate car, 1952, one owner, kept in splendid bodywork and mechanical condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. [C2008

1952 Jowett Bradford de luxe utility, guaranteed; £560; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

SPECIAL.—See our offer under used Austin A125.—S. H. F. Edwards, 28/32, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001

1952 Commer, fitted estate car, htr. 24,000 m.; £595.—Write, Pyle, 322, Mutton Lane, Potters Bar, Middx., or Arc. 1267, 9 a.m.-5.30 p.m. [9420

FORDSON 10hp 6/7-seater, 1949, by Martin Walker, tyres as new, excellent mechanical order; £245; terms, exchanges.—T. & G. Motors, North 4509. [9374

SHOOTING brakes, Rolls-Royce Phantoms and Twenties, also Hillmans, Austin and Albion.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022

G&M ALFREDS (1936), Ltd.—1949 (October) Standard Vanguard 4-door estate car, radio, superb; written guarantee.—6-7, Warren St., W.1. Euston 3268. [C1005

1954 (Sept.) latest model Morris J-type Martin Walter Dormobile, finished green and grey, mileage under 500.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

UTILITY CARS

1948 Alvis 5-seater estate car, leather upholstery, radio, heater, very attractive vehicle; £515, exchanges, hire purchase.—B. & H. Motors, 1,464-8, High Rd., Whetstone (Finchley), N.20. Hillside 6671. [C1020

1952 Vanguard estate car, Comet blue, l.h.d.; £545. 1950 Vanguard estate car, radio and heater, one lady owner; £535.—A. E. Palmer Motors, Ltd., Luton 4212. [9532

1953 (Aug.) Bedford, Dormobile type, 11,000 miles, large rear tyres, duo colour, chrome hubs, bumper, etc., used only as personnel car, industrial concern, regularly maintained; £515; terms.—16, Middleton Rd., Shenfield, Brentwood 1865. [9384

CASS'S MOTOR MART.—1951 Austin A40 Countryman, superb condition, £525; 1951 Standard Vanguard utility, radio, outstanding order, £495; 1950 (regd. 1951) Standard Vanguard estate, genuine 18,000 miles, one owner, £645, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

ROYS AUTOMOBILES, Ltd., offer: 1953 Ford 10 utilecon, 6,000 odd miles only, as new, £450; 1950 Ford 10, reconditioned utility, £285; another £275; 1947 Bedford 10 utility 5-seater, superb, £275; 1949 Morris 10 utility, £345; another £265; 1952 A40 Countryman type utility, £450; 1940 Bedford 12 utility, £150; 1938 Minx utility, £105; many others, including numerous goods vans suitable for conversion, see that column; trade enquiries welcomed; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube Camden Town Station). Euston 2700 and 8894. [C3059

Utility Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ROYS always good buyers of utilities.—127, Parkway, N.W.1 (nearest Tube Camden Town Station). Euston 2700 and 8894. [W3059

BEDFORD Dormobile by Martin Walter wanted.—Motourists (London) Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [W3018

25 utility vehicles wanted; why accept less for your Dormobile vehicle, estate car or shooting brake when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. [W2008

VAUXHALL 10

1946 (November) Vauxhall 10 de luxe, black, taxed year, beautiful condition throughout; £360.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [C3005

1947 Vauxhall 10 saloon, excellent condition; £295.—85, The Chase, Clapham, S.W.4. Macaulay 1265. [9478

1947 Vauxhall 10 saloon, recently overhauled reconditioned engine, guaranteed; £365; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034

225 gns.—Vauxhall 10, 1938 saloon, leather, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£249.—1939 Vauxhall 10 4-door saloon, excellent condition, genuine bargain, choice of two.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

£399!!!—1947 Vauxhall 10 saloon de luxe, absolutely spotless condition, original carpeting and trimming, whole car much above average, excellent tyres, very economical; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

VAUXHALL 12

1948 Vauxhall 12 saloon, showroom condition throughout; £375.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

VAUXHALL 14

1948 Vauxhall J type saloon; £385.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1948 Vauxhall 14 J type saloon, excellent condition; £295; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034

1947 Vauxhall 14, black, leather, excellent running and appearance; £350, taxed, owner leaving country Oct. 13.—Martin, Rose Villa, Mill Lane, Burwell, Cambs. [9407

VAUXHALL WYVERN

120 miles, 1954 (Sept.) Vauxhall Wyvern saloon; £750.—Weybridge 600. [C4023

1954 Vauxhall Wyvern saloon, black, 4,500 miles, owner going abroad; what offers?—Box 8186. [9220

1954 (June) Wyvern, 2,000 miles only, heater, many other extras, guaranteed as new; £750.—Campbell Symonds, Wembley 6262. [C1037

1953 (November) Vauxhall Wyvern, green, 8,000 miles, one owner; £665.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4063

1951 (May) Wyvern, heater, immaculate; 475gns; exchanges.—A. E. Wright, Bedford Rd., Alexandra Park, N.22. Bowes Park 0582. [9149

1950 Wyvern saloon, black, leather, guaranteed; £475; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034

1953 Wyvern, grey, heater, windscreen washers, spotlamp, carefully used, guaranteed; £650.—Campbell Symonds, Wembley 6262. [C1037

1954 Vauxhall Wyvern, 3 weeks old, 100 miles only, finished black/brown upholstery, brand new condition, taxed and registered; £745.

GORDON WHITE & Co., Ltd., Gerrards Cross 2077. [9538

1953 (June) Wyvern saloon in forest green, new condition, radio, low mileage; £675; consider part-exchange.—14, Offington Gdns., Worthing. Swandean 849. [C4027

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL WYVERN

1953 (Nov.) Wyvern saloon, small mileage, guaranteed; £700 or terms.—Capital Motor Co., Ltd., Tudor Garage, Tottenham Lane, Hornsey, N.8. Mountview 3451. [9535

1951 Vauxhall Wyvern saloon, black, brown leather upholstery, immaculate; £495.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9039 and 5306.

1950 (October) Wyvern, heater, engine overhauled, brakes relined, etc., by Vauxhall engineers, three new tyres, new battery, bills shown; £465.—10, Lancaster Rd., Southport. [9406

PRIDE & CLARKE, Ltd.—1954 Vauxhall Wyvern saloons, grey/red leather, 3,000 and 5,000 miles, heater, choice three, from £729; 1951, green/brown, heater, radio, £449; three months' guarantee, terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

Vauxhall Wyvern Cars Wanted

ALMOST new Wyvern required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

25 Wyvern saloons wanted; why accept less for your Vauxhall Wyvern 1949 to 1952 when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2254. [W2008

VAUXHALL VELOX

CAR MART, Ltd.

1953 Vauxhall Velox saloon, heater; £725.—Car Mart, Ltd., 163, Bromley Rd., Catford, S.E.6. Hither Green 1001. [C1039

BENTALLS, Ltd.

1951 Vauxhall Velox, black; £495.—Kingston-on-Thames, Kingston 1001. [C1093

CHARLES FOLLETT, Ltd., offer:—

1954 Vauxhall Velox, metallic blue, one owner, 7,000 miles only, radio, heater, demister, superb condition; £825.

SHOWROOMS—16, Berkeley St., W.1. Mayfair 6266.

SERVICE—Works & Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

HENDON CENTRAL GARAGE, Ltd. offer:—

1952 Vauxhall Velox, fitted heater, taxed year, whole car as new; £650.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

1954 Velox, works mileage, metallic blue, radio, heater, screenwashers; £875.—Below.

1953 Velox, unblemished, heater, screenwashers, etc., one owner; £695; written guarantee, h.p., exchanges, trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime. [C4065

1954 (Sept.) Velox, 1,000 careful miles, blue, heater, screen wash; £830.—Hayes (Middx) 1556. [9412

1954 Vauxhall Velox saloon, grey, heater, works mileage; £825.—Hale Motors, Ltd. Tot. 7771/4. [C2077

VELOX, 1951, grey, red hide, heater, 27,000, one careful owner, exceptional condition, taxed, any trial; £510.—Tel. Watford 6129. [9320

1954 Vauxhall Velox, 4,000 miles, heater, underseal; £795.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557/6970. [C3006

£745!!!—1953 series Vauxhall Velox full de luxe saloon, absolutely magnificent and original, fitted heater and extras a delightful motor car, below.

£646!!!—Current Vauxhall Velox, 1952 series, very modern and attractive condition, exceptionally economical.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1954 (April) Vauxhall Velox, perfect condition, green, 3,300 miles, heater, Underseal, screenwashers, available mid-October; £800.—Box 8151. [9067

1953 Vauxhall Velox saloon, one owner, mileage 7,000, heater, as new; £715.—H. C. Paul, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2.

1942 Velox, bronze, radio and heater, windscreen washers, fog lamp, one owner, superb; £665.—Grays Cars (London), Ltd., 277, Green Lanes, London, N.13. Pal. 2565. [9544

1950 Vauxhall Velox, forest green, radio, heater, spotlight; written guarantee; £495.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

VELOX, July 1953, 21,000 miles, blk. with wing mirror, rubber sealed and brand new double life battery, perfect condition; £689.—25, Reynolds Rd., Beaconsfield. Tel. 643. [9257

1951 Velox, black/red leather, radio, heater, spot light, link mats, £86 recently spent on car, bills available, in spotless condition; £495.—Read Car Co., Ltd., Brighton Rd., Sutton, Surrey. Tel. Vigilant 8978 and 8403. [C3048

Vauxhall Velox Cars Wanted

ALMOST new Velox required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

VAUXHALL 25

£222!!! 1950 series Vauxhall 25 de luxe saloon, beautiful bodywork, whole vehicle outstanding and irreplaceable condition; 3 months' guarantee; hire purchase exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4—6, Berkeley Sq., W.1. Grosvenor 4328 [0017/R

VAUXHALL MISCELLANEOUS

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 6432-5.—Gregory's, of Uxbridge. [0039/R

HAMILTON MOTORS (LONDON), Ltd., 466/490, Edgware Rd. London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1946 Vauxhall 14, black, brown interior, body condition excellent, mechanically sound; £565.

1947 Vauxhall 12, black, brown upholstery, good mechanical condition, body very clean; £345.

1950 Vauxhall Wyvern, black, brown interior, body condition good, mechanically sound; £475.

1954 Vauxhall Wyvern, black, brown interior, fitted radio and heater, low mileage; £755.

ALWAYS a good selection of used Vauxhalls in stock. H.M.L. will purchase for cash all Vauxhall cars, including latest models [C2032

GRAHAM BROTHERS (MOTORS), Ltd., main Vauxhall dealers, 7-15, Peter St., Manchester, 2, for "quality-tested" used cars, depots at Ashton (Ashton 1817), Didsbury (Didsbury 3446) Manchester (Blackfriars 9867), Stretford (Trafford 3511), Wilmslow (Wilmslow 4932). [0285/R

Vauxhall Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Vauxhall.—Hampstead (Tube), N.W.3. Ham. 6341. [W4018/R

S

SHAW & KILBURN, Ltd., Vauxhall main dealers

WILL purchase modern Vauxhall cars

4—6 Berkeley Sq., W.1. Grosvenor 4328. [0018/R

GN Ltd. (Vauxhall Main Dealers).

HAVE you a post-war Vauxhall for sale? Contact G.N. Ltd., 278 Balham High Rd., S.W.17. Tel. Balham 1033. [0201/R

PRIVATELY owned Vauxhall 10 or 12.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

VAUXHALL buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2

VAUXHALL cars, post-war models, urgently required.—Golly's Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6373. [0479/R

7-SEATER private 1937/38/39 Limousines required, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490 Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2032/R

Vauxhall Spares and Service

CAC

CROYDON AUTOMOBILE COMPANY Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price, radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines) [0205/R

VETERAN CARS

WELHAM, Veteran Car Specialists, buy and sell pre-1915.—Surbiton Hill Rd., Surbiton. Elmbridge 1873. [C4070

Vintage Cars Wanted

VINTAGE Standard car required, around 1920, condition not important.—State price, etc., to Box 7966. [8551

VOLKSWAGEN

C

COLBORNE GARAGE, Ltd., Ripley, Surrey.

THE Volkswagen people, official main distributors; all spares and fully specialised service, coachbuilding and painting on premises; new, used and reconditioned cars available. Tel. Ripley 2361. [0373/R

PERFORMANCE CARS, official Volkswagen agents.—New and used models in stock.—Great West Rd., Brentford, Middlesex. Ealing 8841. [C3041

£60 low mileage de luxe saloons in stock.—Ralph Beard, Volkswagen specialists, East St., Farnham, Surrey. Tel. day or night 5494. [C1092

V & F MONACO MOTORS the only Volkswagen specialists in London offer you their unique experience obtained in four years of servicing and repair of more than 1,000 Volkswagen; we concentrate exclusively on the Volkswagen and handle no other type of car.—Below.

V & F MONACO MOTORS.—1954 de luxe saloon, polychromatic bronze, 3,000 miles, 1,192cc; £645.

V & F MONACO MOTORS.—1954 de luxe saloon, beige, 8,000 miles, 1,192cc; £635.

V & F MONACO MOTORS.—1947 saloon, reconditioned engine, recellulosed, re-upholstered, rechromed, etc.

V & F MONACO MOTORS.—1947 saloon, blue, leather upholstery, one owner.

V & F MONACO MOTORS, Official Volkswagen Agents, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. [0642/R

Volkswagen Cars Wanted

RICHARDS & CARR buy Volkswagen.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

V & F MONACO MOTORS.—We buy Volkswagens, irrespective of condition, for cash.

V & F MONACO MOTORS.—The Volkswagen buyers.—6, Astwood Mews, Courtfield Rd., S.W.7. (near Gloucester Road Station). Fremantle 4414. [0300/R

Volkswagen Cars Wanted

MAYFAIR GARAGES, Ltd.—Top cash prices for Volkswagen.—Balderton St., W.1. Mayfair 3104. [0415

PERFORMANCE CARS urgently require Volkswagen.—Great West Rd., Brentford, Middlesex. Ealing 8841 [W3041

Volkswagen Spares and Service

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COLBORNE GARAGE, Ltd., Ripley, Surrey.

GENUINE Volkswagen spares, 24-hour postal service; all repairs and service.—Tel. Ripley 2361. [0995/R

MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2361) and Dorset House (Welbeck 7980) branches have factory trained mechanics and offer you full service with repairs and parts facilities. [0855/R

V & F MONACO MOTORS.—Volkswagen spares, service, repairs; reconditioned engines from £47.10 fitted in 24hrs in part exchange; insurance repairs; conversions to R.H.D.; all Volkswagen accessories stocked.

V & F MONACO MOTORS.—The Volkswagen specialists.—6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414 [0293/R

WOLSELEY

E

EUSTACE WATKINS, Ltd., the sole London distributors.

1953 Wolseley 6/30, black, 20,000 miles, one owner carefully used; £675.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951) and 12 Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

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1939 absolutely outstanding Wolseley 25hp, fitted beautiful 2-door 4-light 5-seater coach-built drop head coupe with wind-down rear windows and graceful swept tail incorporating spacious luggage compartment, glittering chromium plate, including waist mouldings, brilliant immaculate black cellulose, brand new matching hood, finest beige leather upholstery, accessories to tone, beautifully polished interior woodwork; equipped telescopic steering, built-in hydraulic jacks, superb built-in press-button Motorola radio, heating/demisting equipment, Lucas P100 headlights, twin passlights, twin loud/soft tone horns, dual mirrors, illuminated number plate panel, locking petrol cap, overriders, twin sun visors, cigarette lighter, concealed ashtrays, etc., mechanically superb, twin S.U. carburettors/petrol pumps, telescopic shock absorbers, excellent tyres, fully serviced throughout, comparable to late post-war condition; written guarantee; 296gns; hire purchase; part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. 118. [C2000

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6/80 Wolseley saloon, 1950, colour beige with brown hide upholstery, heater, radio etc., taxed; £485.

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PETER BANTOCK CAR SALES, offer:—

1952 Wolseley 6/80, genuine mileage of 18,000, one owner since new, fitted heater, literally as brand new; £625.—104, High Rd., Chiswick 2725/5870. [C1014

AUTO SALES (LONDON), Ltd., offer:—

1946 Wolseley 14, black, brown, an exceptional car; £325.—Auto Sales (London), Ltd., Belsize Rd., N.W.6. Maida Vale 5555. [9481

1939 Wolseley 12, one owner; £245; three months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1950 Wolseley 6/80, 1953 condition throughout.—Jack Pozner (Autos), Ltd., 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

1952 (late) Wolseley 6/80 saloon, heater, covers, radio; £625; written guarantee; H.P.; exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052/53/54, any time. [C4065

BEARTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3548. [0085/R

£125.—1936 Wolseley 14 4-door saloon, mechanically and body good throughout.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C2049

1950 Wolseley 6/80 heater, radio, good tyres, recent top overhaul; £470; or offer.—Box 8292. [9503

£185.—Wolseley 14 1937 but superb, original condition throughout.—Value Cars, Prospect 7520. [C4068

£525!!!—1950/51 Wolseley 4/50 de luxe saloon, specimen small mileage condition throughout, choice 2. Below.

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GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [C2023

£450—1950 Wolseley 6/80, black, heater, small mileage, many extras, excellent condition, taxed year.—Wentworth 2148. [9371

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1946 (November) 12hp de luxe saloon, black, brown hide, small mileage and beautifully maintained; £405.—Robbins, East Putney. Tel. 7881. [C3010

295 gns.—Wolseley 18, late 1946 de luxe saloon, sliding head, leather, heater, unworn spare, excellent condition; terms, exchanges.—Rowland Smith, below.

175 gns.—Wolseley 14/56, 1938 saloon, sliding head, leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1951 Wolseley 6/80, bottle green, green leather, heater, as new condition; £565.—Grays Cars (London), Ltd., 277, Green Lanes, London, N.13. Pal. 2365. [9542

1952 Wolseley 6/80, radio, heater, screenwash, met.-grey/grey leather upholstery, one owner, immaculate, taxed; £625.—Braid's, Burton-on-Trent 4394. [9329

WOLSELEY Hornet Special 1934/5 12hp E.W. 2/4-seater, good red cellulose, attractive and fast, top overhauled, 2 new tyres; £120.—"Outspan," Collington Rise, Bexhill. Tel. Cooden 2824. [9431

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1938 Wolseley 12 saloon with Tickford soft top, black/green, an excellent example of this rare model; must be seen; £225.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Wolseley 4/50.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

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WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet 5240. [0707/R

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BEDFORD Dormobile 1953 (July), 10,500 mls., beige and brown, 12-seater, wireless, extras; £600.—Harlow 25022. [9276

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G & M ALFREDS (1936), Ltd.—1951 Austin A70 Pick-up, 15,000 miles only.—6-7, Warren St., W.1. Euston 3268. [C1005

4 by 4 twin boom, power operated breakdown, side jacks, reconditioned; £395.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

NEW Austin A40 10cwt van, grey, extra seat; £493/8/9.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

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BRITISH & COLONIAL MOTORS, Ltd.—13-14, Upper St. Martin's Lane (Adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588.—Distributors for London and Home Counties [N1027/R

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SMITHS MOTORS OF DULWICH for Daimlers.—235, Rye Lane, S.E.15. New Cross 0462. [0328/R

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DENHAM'S for Daimlers; Area dealers, sales and service.—Portsmouth Rd., Esher, Surrey. Tel. Esher 3560. [0491/R

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PEUGEOT

LONDON.—Peugeot sales and service.—Witcher & Son, 59, Cadogan Lane, S.W.1. Sloane 4126. [0185/R

TOM KNOWLES, Sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. Grosvenor 3673-4. [0898/R

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ALPE & SAUNDERS, Ltd. Agents for Rileys offer immediate delivery 1½-litre Saloon, black, with tan leather. Providence Court, North Audley Street, Mayfair-2941. [N1006

PRIDE & CLARKE, Ltd.—£302 deposit secures delivery new Riley 1½ saloon; balance over 24 months; choice of colour; exchanges welcomed.—237, Brixton Hill, S.W.2. Tul. 3664. [N3068/R

IMMEDIATE delivery new 1½-litre Riley saloon; list price, £1,205/5/10.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [N1027

ROLLS-ROYCE

CAR MART, Ltd.,
OFFICIAL retailers offer for future delivery the Rolls-Royce Silver Dawn saloon and a range of coachwork on Silver Wraith chassis by leading coach builders.
CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. [N1039/R

GROSE, Ltd., Northampton.
OFFICIAL Rolls-Royce retailers.
SHOWROOMS and service.
MAREFAIR, Northampton. Tel. 4540. [5020/R

DAVID ROSENFIELD, Ltd.
OFFICIAL Rolls-Royce and Bentley retailers.
SHOWROOMS: 1-5 Peter St., Manchester, 2.
'PHONE: Blackfriars 4942.
SERVICE station: Cheetham Hill Rd.,
MANCHESTER, 8. Tel. Blackfriars 2302 [0561/R

H. A. FOX & Co., Ltd., officially appointed Rolls-Royce retailers and service agents.—Showrooms and Head Office, 3-5, Burlington Gdns., Old Bond St., London, W.1. Tel. Regent 8822. [0139

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R

ROVER

HENLYS, England's leading Motor Agents.
ROVER distributors.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.) [0154/R

ROVER
ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. [N3028/R

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.
MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-8. [0245/R

K.D.M. & CHERRINGTON, Ltd., 9, Albemarle St., W.1. Gro. 5551. [N2054/R

DORKING MOTOR Co., Ltd., main dealers, Rover 60, 75 and 90.—Dorking 2256. [N1088

LEONARD WILLIAMS & Co., Ltd., official Rover retailers, offer:—
IMMEDIATE delivery, brand new unregistered Rover 90 saloon.
LEONARD WILLIAMS & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [9332

KJ MOTORS, Ltd., N.W. Kent's leading Rover main dealers.—Bromley. Rav. 3456. [0287/R

BIRMINGHAM.—Hatton Motors, Ltd., Rover Stockist. Delivery enquiries invited for the 1955 models. [0215/R

ELLIOTTS OF BIDEFORD N. Devon, Rover distributors, for earliest delivery.—Tel. 744. [0700/R

BEXHILL.—F. Dodson, Ltd., Rover distributors, Sackville Garage, Middlesex Rd. Tel. 2382/3. [0951/R

CROYDON Main Agents, Leathwood's Garages, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. [0063/R

W. T. RICHARDS (BEXLEYHEATH), Ltd., Rover retail dealers; part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [0912/R

SURREY MOTORS, Ltd., High St., Sutton.—Rover main dealers Sutton and district; spares and service.—Tel. Vigilant 4444. [1041

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 4540. [0001/R

ROSENFIELD for Rover, distributors for Lancashire and Cheshire.—David Rosenfield, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. [0866/R

SIMCA

LONDON, W.1.
SEE and try the new Simca Aronde; orders accepted for immediate delivery.—H. C. Paul, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. [N3040

SIMCA

FIAT (ENGLAND), Ltd.,
WATER Rd., Wembley. Tel. Perivale 5651.
SOLE Concessionaires.
IN Great Britain and Northern Ireland for Simca spares and service. Distributors and Dealers throughout the country. [0665/R

SPURLING MOTOR BODIES, Ltd., Distributors for Bedford and Hertford, Lower High St., Watford. Tel. Watford 4491. [0382/R

NEW Simcas, all models, largest selection; distributors—obviously Anthony Crook Motors, Caterham Hill, Surrey. Tel. 2232/3. [N1063

DAVIES MOTORS, Ltd., official distributors, current demonstration car available; immediate deliveries, full service and spares facilities.—273, London Rd., Staines. Tel. 4211 (5 lines). [N1080

PRIDE & CLARKE, Ltd.—£225 deposit secures delivery new Simca; balance over 24 months; choice of colour; exchanges welcomed.—237, Brixton Hill, S.W.2. Tul. 3664. [N3068/R

SINGER

THE Singer agents offer immediate delivery of all 1954 models; demonstrations; exchanges; deferred payments.
AUTOMENDERS, Ltd., Lowther Garage, London, S.W.13. Riverside 6496. [0757/R

STANDARD

ROWLAND SMITH'S for Standard.
IMMEDIATE delivery new Standard 8 saloon.
ALL models supplied, part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

BERKELEY SQUARE HOUSE GARAGE, Ltd.
OFFER early delivery with service on the spot, day and night garage.
BERKELEY Square, London, W.1. Gro. 4343. [0840/R

STANDARD 8, 10 and Vanguard saloons.—Try New Cross Car Mart, Ltd., Tideway 2908. [8516

STANDARD 10 saloons.—Try Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

STANDARD 8 saloons.—Try Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

VANGUARD Ph. II saloon.—Try Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

W. T. RICHARDS (BEXLEYHEATH), Ltd., Standard and Triumph area dealers; part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [0913/R

JOHN S. TRUSCOTT, Ltd., official retailers; early delivery Vanguard and 8hp models.—173, Westbourne Grove, W.11. Bay. 4274. [N4035

STANDARD car specialists in sales and service; deferred terms.—Sarnes Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [0413/R

IMMEDIATE or early delivery of all Standard models from Chain of Ealing, London, W.5. Per. 4404. Leading Standard district agent. [N1043

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0026/R

ERSKINE, Woking, for most Standard cars; exchange and immediate h.p. terms.—S. F. Erskine & Sons, Ltd., Tel. Woking 330. [N2051

STANDARD 8hp de luxe saloon, grey with red, immediate delivery; list price; part exchanges; deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.17. Wim. 3031-2-3. [N4008

PRIDE & CLARKE, Ltd.—£197 secures immediate delivery New Vanguard; balance over 24 months; exchanges welcomed.—237, Brixton Hill, S.W.2. Tul. 3664. [N3068/R

STANDARD & Triumph distributors in Surrey since 1911; immediate delivery Phase II Vanguard saloons, choice of colour, also diesel engine saloon; demonstration cars available.—Lankester Engineering Co., Ltd., 39/43, Eden St., Kingston-on-Thames. Kingston 3151/4. [0402/R

PLANNING to buy a new Standard? Then you couldn't do better than call at Ferraris of Cricklewood to see their unique motor show of the most wanted Standard models; bring along your family and friends, free refreshment from 3 p.m. Open week-days 9 a.m. to 7 p.m. from 20th to 30th October.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. [N2008

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 585, Euston Rd., N.W.1. Euston 4444.—Spares for all models. Hawley Cres., Camden Town. Gul. 4141. [0091/R

SUNBEAM-TALBOT

GORDON CARS (LONDON), Ltd.
IMMEDIATE delivery guaranteed.
SUBJECT only to remaining unsold.
90 coupe, black/red leather.
90 coupe, green/green leather.
ALPINE Special, works tuned engine, overdrive, twin manifold carburation, ivory/red leather.
WE should be pleased to quote for your car in part-exchange and an offer immediate confidential extended payment facilities for periods up to three years in approved cases.
GORDON CARS (LONDON), Ltd., 26, North End Rd. (opposite Golders Green Station), Golders Green, London, N.W.11. Speedwell 4701. [8900

NEW CARS FOR SALE

SUNBEAM-TALBOT

BARNET area.—Sunbeam-Talbot main dealers.—Hadley Green Garages, Ltd., 202-4, High St., Barnet 0332. [0413

SUNBEAM-TALBOT coupe finished in blue for immediate delivery.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 333. [N1085

SUNBEAM-TALBOT.—Smith Auto Co., Ltd., main dealers for Rootes Group, offer early delivery of saloon and coupe models and orders accepted for the Sunbeam Alpine.—145, London Rd. Croydon. Croydon 4600/4632. [0869/R

ALWAYS prompt and efficient service from the Central London Rootes Agents, Sunbeam-Talbots our speciality, immediate attention to your enquiries.—Cattermoles (Garages), Ltd., 79-89, Pentonville Rd. (near Kings Cross Station), London, N.1. Ter. 1001. [0405/R

SWALLOW DORETTI

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088.

SWALLOW DORETTI distributors in areas of Surrey, Sussex and Kent. [0895/R

DORETTI.—Distributors for the Greater Birmingham area; early delivery; terms, exchanges.—P. J. Evans, Ltd., John Bright St. Mid. 2911. [0897/R

PRIDE & Clarke, Ltd., Doretti distributors, immediate delivery; terms, exchanges welcomed.—237, Brixton Hill, S.W.2. Tul. 3664. [N3068/R

LANKESTER ENGINEERING Co., Ltd., 80/83, Victoria Rd., Surbiton, distributors in Surrey for Swallow Doretti, offer immediate delivery; demonstration car available.—Elmbridge 1184/5. [0329/R

TRIUMPH

ROWLAND SMITH'S for Triumphs.

ALL models supplied; part exchanges any distance; confidential H.P. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

BERKELEY SQUARE HOUSE GARAGE, Ltd.

OFFER early delivery with service on the spot; day and night garage.

BERKELEY Sq., London, W.1. Gro. 4343. [0856/R

TRIUMPH TR2 and Renown saloons.—Try New Cross Car Mart, Ltd., Tideway 2908. [8517

KJ MOTORS, Ltd.—Renown, T.R.2, Vanguard models; early delivery.—Bromley Rav. 3456. [0285

RENOWN saloon.— Try Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

TRIUMPH TR2, British racing green, overdrive; list price.—Brown's Garage, Loughton (Essex) 6262 (Tube). [N1034

JACK ROSE, Ltd., Standard and Triumph Agents and Stockists.—High St., Banstead, Surrey. Burgh Heath 2376/7. [N3056

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2/3, offer immediate delivery of Triumph TR2, green. [N1001

NEW TR2, pearl white colour, immediate delivery, list price.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [N1077

METROPOLIS GARAGES, Ltd., the Triumph agents for sales, service and spare parts for all models.—31, Machse Rd. (Olympia), W.14. She. 5385-6-7. [0599

TR2 green with brown leather, overdrive, immediate delivery.—Offley Hill Service Station, Offley, Hitchin. Tel. Offley 48. [9460

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0493/R

TR2 Roadster, pearl white blue, tonneau cover, new, list price, £899.—Hillier Motors, Ltd., 144-6, Dartmouth Rd., S.E.26. For. 9351-2. [0213/R

TRIUMPH

PRIDE & CLARKE, Ltd., Triumph Renown, T.R.2; immediate delivery; exchanges welcomed; terms.—237, Brixton Hill, S.W.2. Tul. 3664. [N3068/R

IMMEDIATE delivery of Triumph TR2 sports, finished British racing green, leather upholstery, fitted overdrive.—Charles Rickards, Ltd., 56, Bayswater Rd., Pad. 3440. [N3050

LANKESTER ENGINEERING Co., Ltd., Standard & Triumph distributors, offer immediate delivery Triumph TR2 and Renown saloons, choice of colour.—80/83, Victoria Rd., Surbiton. Elmbridge 1184/5. [0693/R

VAUXHALL

VAUXHALL cars.—Shaw & Kilburn, Ltd., Showrooms:—

4—6, Berkeley Sq., W.1. Grosvenor 4328.

PARTS and service: Western Ave., W.3. Acorn 4641. [0019/R

KEITH & BOYLE (Ldn.), Ltd., Terminal House, 60, Clapham Rd., S.W.9 (close to Oval Underground).

VAUXHALL main dealers, spares and service. Tel. Reliance 4211 (extension 10 or 19). [0806/R

KJ MOTORS, Ltd., main dealers for Bromley, Orpington districts.—Bromley. Rav. 3456. [0221/R

VAUXHALL.—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries.—Guildford Rd., Woking. Tel. Woking 1282. [N1078

VOLKSWAGEN

VVW MOTORS, Ltd.

SOLE concessionaires Great Britain and Northern Ireland.—Cars available for early delivery.—Byron House, 7-9, St. James's St., London, S.W.1. Whi. 9501. [0646

COLBORNE GARAGE, Ltd., Ripley, Surrey.

BUY your new Volkswagen from the original specialists and main distributors; full service facilities.—Tel. Ripley 2361. [0017/R

BRADSTOCK MOTORS, Ltd., offer:—

ONE only unregistered Volkswagen Kombi estate car, 30mpg, 50mph, 9 seats; unrepeatable opportunity at list price.—Epsom 5696-7. [N1090

SUSSEX distributors, Prestwich (Hove), Ltd., St. John's Rd., Hove. Tel. 34037-8. [0190/R

EUROPEAN CARS, Ltd., distributors for London Western districts; early delivery, demonstrations; exchanges, terms; also vans, pick-ups and buses. 129—131, Old Brompton Rd., S.W.7. Fre. 7722. [0900/R

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2/3, main distributors for West Herts; offer early delivery of de luxe saloon. [N1001

CROYDON.—H. Harmer Car Sales, Ltd., Area Dealers, 244/8, Brighton Rd., South Croydon. Croydon 6225. Uplands 8629. [0127/R

SOUTH Yorkshire and North Derbyshire.—Distributors, J. Gilder & Co., Ltd., Cambridge St., Sheffield 1. Tel. 26358/9. Complete facilities. [0126/R

PRIDE & CLARKE, Ltd., South London distributors.—Exchange your car for the latest Volkswagen; terms.—Stockwell Rd., S.W.9. Brixton 6251. [N3068/R

DAVIES MOTORS, Ltd., official distributors; current demonstration car available; early deliveries, full service and spares facilities.—273, London Rd., Staines. Tel. 4211 (5 lines). [N1080

YORKSHIRE county distributors can offer early deliveries all models; full spares and service facilities available.—Moortown Garage, Ltd., 398, Harrogate Rd., Leeds, 7. Tel. 685131 (2 lines). [0723/R

LOXFORD GARAGE for Volkswagen saloon and commercial vehicles; sales and service; part exchanges and H.P. terms; official main agents.—Loxford Garage, Ilford Lane, Ilford. Tel. 3155-6. [0927/R

WILLIAM ARNOLD, Ltd., Volkswagen distributors for S. Lancs, Cheshire and N. Wales; sales, spares, service; demonstration car available.—Upper Brook St., Manchester, 13. Tel. Ardwick 4261-7. [0519/R

VOLKSWAGEN

OFFICIAL main dealers of the V.W., Europe's most popular car because of its economy, performance and long life; saloons from £599/13/4; exchanges, terms, demonstrations with pleasure; also pick-ups, buses, vans, completely new standards in transport economy; double the distance at half the cost.—Details—

BENMOTORS, 1, Clarendon Rd., London, W.11. (50 yds. Holland Park Tube.) Park 5066. [N1017

WILLYS

WILLYS cars, sole concessionaires for Great Britain, sales, service, spares.—Steele Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6; regional depot; opposite London Airport, Hayes, Middlesex. [0812/R

WOLSELEY

EW

EUSTACE WATKINS, Ltd., sole London distributors; early delivery 6/80 and 4/44 models; part exchanges and hire purchase.—12, Berkeley St., W.1. (Mayfair 5951.) [N4046

ROWLAND SMITH'S for Wolseley.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

WOLSELEY 6/80 for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [N4009

R. C. WIMBUSH, Ltd.—Wolseley stockists; part exchange, hire purchase facilities.—312, Earls Court Rd., London, S.W.5. Fremantle 8401-3. [N4056

PRIDE & CLARKE, Ltd., Wolseley agents.—Exchanges welcomed; terms.—237, Brixton Hill, S.W.2. Tul. 3664. [N3068/R

JACK ROSE, Ltd., Wolseley Agents and Stockists for your new 4/44 and 6/80.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. Burgh Heath 2376-7. [N3056

C. W. J. COLES (CROYDON), Ltd., official agents, offer early delivery of 6/80 and 4/44 models, part exchange and hire purchase.—18, Blunt Rd., South Croydon. Cro. 0074/5. [7193

IMMEDIATE delivery new Wolseley 6/80 saloon; list price, £950/5/10.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [N1027

MEBES & MEBES, Ltd. (Est. 1893), the Wolseley specialists for past 30 years, offer early delivery of both Four-Forty-Four and Six-Eighty saloons, various colours; part exchange and extended payments; always in stock a number of used Wolseley cars with B.M.C. warranty.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [N3012

MISCELLANEOUS CARS

GATEHOUSE MOTORS.

ARE stockists for Austin, Ford and Singer cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [N2021

ROWLAND SMITH'S for new cars, all makes supplied; stockists for Austin, Ford, Jaguar, M.G., Morris, Standard, Triumph and Wolseley.

PART exchanges, any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors, Rootes, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3401. [0012/R

MARSTON MOTOR Co., Ltd., for new Jaguar, Standard, Austin Armstrong, Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately; call, 'phone or write.—Marston Motor Co., Ltd., Sta. 8000. [0713/R

COMMERCIAL VEHICLES

IMMEDIATE delivery new Morris 10cwt Cowley van (unpainted); list price, £559/16/7.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [N1027

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE

ASYNCHRO

1954 Vauxhall Velox or 1954 new style Ford Anglia self-drive costs from £6 per week, small mileage charge, or alternative rates; A.A., R.A.C., radio, heater, Continental touring; special facilities for overseas visitors.—Synchro Garage, Ltd., 1, Petersham Mews, S.W.7. Western 4108. Cables: Synchro, London. [0656/R

J. DAVY CAR HIRE, Ltd

1954 U-drive cars/estate cars from 15/- a day; Britain and Europe; enjoy service which has built up Britain's largest new car fleet; radios, heaters, recommended A.A. and R.A.C., long period quotations; special facilities overseas visitors, re-purchase terms.—J. Davy, Babmaes St., Piccadilly Circus, S.W.1. Tra. 2021. Also Earls Court (Fre. 6000) and Knightsbridge (Kni. 4211). [0401/R

SLOUGH CAR HIRE.—A40 saloons, drive yourself.—Rear, 36, Mackenzie St. Tel. Slough 20501. [0132/R

AT Stroud, Gloucester.—Gallie's Motors drive-hire service.—Tel. Stroud 732 any time. [8951

SMITH & HUNTER, for self-drive; inclusive winter rates.—376, Kensington High St., W.14. Wes. 6417. [0458/R

CARS FOR HIRE

MANCHESTER.—Drive yourself 1953-54 saloons; overseas visitors specially catered for.

SUREFLEET, delivery anywhere in England.

SUREFLEET, lowest rates in the trade.

SUREFLEET, 47, Upper Chorlton Rd., Manchester, 16. Tel. Moss Side 1937. [0646/R

IVOR HILL, Ltd.—1954 A40 Somersets for hire; reasonable terms.—Revelstoke Rd., S.W.19. Wimb. 5686. [0580/R

SELF-DRIVE post-war Morris, Austin A40, Morris Minor.—Rons (Car Hire), Ltd., 3, Choumert Rd., Peckham, S.E.15. New Cross 2103. [7576

1954 self-drive cars available for hire from Self Motoring, Ltd., 108, Knightsbridge, S.W.1. Tel. Ken. 6428 and Bayswater 8229 (garage). [2057

AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Codrington Mews, W.11. Par. 9864-5. [0466/R

LONDON'S lowest rates. The private car chauffeur-driven hire service.—Lontax (Vic. 7771-2), Dolphin Square, S.W.1. [0042/R

HAROLD R. HILLS GARAGE.—Garage accommodation service, high-class car hire.—3-6, Ennismore Mews, S.W.7. Kensington 4020. [0551/R

CARS FOR HIRE

A40s, 70s and 90s; apply now for new winter tariff.—Trumans Garages, Arthur Court, Queensway, W.2. Bay. 6415. [0686/R

WIMBLEDON CAR HIRE, Self-drive Specialists, 1952-54 Austin A30s, A40s and A70s; competitive rates.—Mansel Rd., S.W.19. Wim. 3834. [0811/R

MOORE PARK GARAGE.—Self-drive and chauffeur-driven cars current models.—110, Wood Vale, Forest Hill, S.E.23. (For. 2432.) [0679/R

SELF-DRIVE CARS Adam & Eve Mews, W.8—1954 saloons, also Daimler Consorts; reduced off-season rates.—Wes. 0802/4795, Per. 3404. Cables Britcars, London. [0166

1954/3 Zephyrs, 16gns a week, 600 miles; also new Consuls, Oxfords, Somersets; request tariff.—Alliance, 29, Burne St., Edgware Rd., London, N.W.1. Paddington 2646/6801. [0318/R

EDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war 8 and 10hp Fords; unlimited mileage cars; care delivered.—Bri. 5532 and 8657. 290, Milkwood Rd., Herne Hill, S.E.24. [0683/R

POST-WAR self-drive cars from £10 per week or daily; special facilities for overseas visitors.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yds Clapham South Tube). Batt. 1107-8-9. [M2024/R

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE

GEE CARS self-drive hire with new Ford Consuls, etc., unlimited mileage, special facilities for overseas visitors, cheap winter rates October to March, also chauffeured Humber Pullmans, Austins, etc.; cars hired out on contract.

60-62 Queenstown Rd., London, S.W.8. Macaulay 3363. [0091/R

CAR HIRE (MAYFAIR) Ltd., for Humber Pullman and Austin dependability, chauffeur driven, 1952-54 A30s, A40s and A70s to drive yourself; competitive rates.—12, Bourdon St., Berkeley Sq., W.1. Mayfair 8689. [0084/R

SUSSEX MOTORS.—Self-drive or chauffeur-driven, 1952-53 Morris Minors, Austin A40, Vauxhalls, Standard Vanguards; overseas visitors catered for.—1, Burwood Mews, Burwood Place, Edgware Rd., London, W.2 (near Marble Arch). Pad. 5306 and Amb. 5025. [0589/R

SELF-DRIVE.—Coming on leave, visiting Britain? Our keenest rates for vacation period hire; slim your motoring budget; modern fleet; alternative types available.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9 [0031/R

WELBECK CAR HIRE offer the new Ford Anglia (with heater fitted), no mileage charge; you just pay a flat rental and that is all; one day (8 a.m. to 6 p.m.) £2; one night (5 p.m. to 9 a.m.) £1; 24 hours 50/-, one week £13.

WELBECK CAR HIRE, 107, Crawford St., London, W.1 (near Baker Street Station). Welbeck 3991. Office hours 8 a.m. to 6 p.m. Sundays 8 a.m. to noon. [0631/R

OVERSEAS visitors, a fleet of 1952-3 Austin Drivehyre saloons for hire to drive yourself; send for illustrated brochure to Drivehyre Cars, Ltd., Head Office, Kingsway, Newport, Mon. Available at 12 Drivehyre stations throughout Britain. Also available for home market. [0211/R

WILSONS, established 50 years; new cars in perfect condition, self-drive from £1 per day or £5 per week; winter rate includes 210 miles per week; cars also for sale with guaranteed repurchase.—Wilsons, 34, Acre Lane, S.W.2. Brixton 4011; 1, Dorking Rd., Epsom 3901. [0802/R

REDUCED winter tariff; 1953/4 cars £1 per day, £3 for 5 days; unlimited mileage £2/10 per day and no deposit; tariff on request.—Drive Yourself Hire Co. (London), Ltd., 306, Seven Sisters Rd., Finsbury Park, N.4. Sta. 5493. 20, Grosvenor Place, Victoria, S.W.1. Slo. 9844. [0507/R

DRIVE yourself hire.—1953-4 saloons; choice of cars from £1 per day with unlimited mileage for period hire; overseas visitors, both old and new clients, specially welcomed; we have been pioneers of self-drive hire for over 30 years.—Write, 'phone or call, H. F. Edwards & Co., Ltd. (Established 1918), 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [M2001

DO a "good deal" better with Carr Bros. on self-drive or chauffeured hire, best cars, best terms with choice of tariffs from nearest of 5 branches.—Ger. 6678-9; Renown 6393; Uplands 4811; Hounslow 4606; Wallington 1006. Call/write Soho Garage, 21, Soho Sq., London, W.1, for particulars. Branch opposite London Airport. Head Office—Purley. (Cables: "Carrbros, Croydon, Eng.") [1041

OVERSEAS visitors.—Opposite London Airport is Steele Griffiths' new overseas visitors' branch, comprehensive service, chauffeur-driven self-drive cars; new Vauxhalls still available for you to drive on your vacation—competitive rates—no extra mileage charge; book your leave car now; A.A., R.A.C.—Steele Griffiths, opposite London Airport, Hayes, Middlesex. Rodney 2201-6. Reference: Barclays Bank, London, S.E.5. [0814/R

HIRE a car as private as your own from Victor Britain, the Car Hire Specialists; pay less and always get a new car; self-drive Morris Oxford, Ford Consul or Vauxhall Velox 6-cylinder from £1 a day or £6 a week and an easy 8d a mile; all petrol and oil free; write, telephone or call.—Victor Britain, Ltd., 12a, Berkeley St., London, W.1 (Tel. Grosvenor 4881); or 11, Gt. Cumberland Place, Marble Arch, W.1. (Tel. Ambassador 2814). [0772/R

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A.O. (Always open). N.S. (Not Sunday.)

ASHFORD, Middx.—Herbert & Mills, Ltd., Church Rd., R.A.C. & A.A. reprs. Tel. 2678, 2960. A.O.

MANCHESTER, 3, City Centre.—Williams Motor Co., Ltd., 1-15, Trafford St. Always open for garage, petrol and complete breakdown and accident service. [0769

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RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the exchange specialists.

YOUR car taken as a deposit on a motor cycle or motor cycle in part exchange for a car; if the value of your vehicle is more than the deposit you require we will gladly refund you cash for the difference. RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [0831/R

FORD Prefect d/h coupe, 1940, excellent condition, with cash, for A40 saloon, 1952 or later.—Box 8149. [9065

ROWLAND SMITH will quote for your car in part exchange; highest allowance for motor cycles and 3-wheelers; particulars and list on request.

ROWLAND SMITH for hire purchase terms; private and confidential; immediate delivery in approved cases; references and guarantors not essential, cash refunded on exchanges; open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube), Hampstead 6041. [M4018/R

33 ft cruiser for good caravan; this cruiser has two cabins, central wheelhouse, slipped and found perfect, exterior requires painting, slight repair, engine overhauled, including motor, dynamo and distributor, electric lighting, gas cooking, water lav., wash basin and sink; moorings can be retained if required, close Windsor.—Hollydene Cambridge St., Aylesbury. [9369

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RADIOMOBILE accredited dealers; qualified mechanics are always available for car radio repairs. NORMAND, Ltd., 405-9, King St., W.6 Riv. 3665. [0222/R

J. DAVY, H.M.V. car radio, accredited dealers, Smith's Radiomobile sales and service.—Western 9641. [0159/R

MOTOROLA, world's finest motor radio, sole licensees and registered useds.—World Radio, Ltd., Edgware Rd., London, N.W.2. Gladstone 4255. [0419/R

ALL types of car radio supplies installed and serviced by competent radio mechanics.—The Car Mart, Ltd., Upper Montague St., London, W.1. Ambassador 1937. [0162/R

SPIKINS (TWICKENHAM), Ltd., 83-101, Heath Rd., Twickenham. Tel. Popesgrove 1935-6-7.—Accredited Radiomobile station; expert installations and service; trade and retail, all makes available. [0116/R

UNIVERSITY ELECTRICS, Ltd., The Car Radio People, 7, Hertford St., W.1. Gro. 4141. Specialists in car radio; H.M.V., Radiomobile, Ekco, Philco, etc., expert installation and service for the trade and retail. [0663/R

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ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Cellulose, Trimming, Complete Bodies Built.—Station Approach, Kew Gardens, Richmond 1161 [4327

TICKFORD, Ltd., coachbuilders, 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. Repairs executed of every description. [M4029

PILCHERS, 314, Kingston Rd., S.W.20. Liberty 2350; body repair and painting, all processes private and commercial; trade enquiries invited. [0125/R

JACK BARCLAY (SERVICE), Ltd., can undertake all classes of coach repair work at Danvers St., Chelsea, London, S.W.3. Flaxman 2223. [M1082/R

LAWTON-GOODMAN, 135, Cricklewood Broadway, N.W.2. Gladstone 2226, coachwork repairs, modifications and renovations, first-class work, prompt delivery, low prices. [M2022

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BARGAIN! Bargain! Armstrong Hurricane body, all complete, ready to fit, panel seating, hood, etc., owner bought experimental saloon body; offers for quick sale.—Foleshill Garage, Coventry. Tel. Cov. 88573. [9439

50 in velour head lining, 7/6 yd; Vynide leathercloth, 7/6 yd; 40in rubber-backed pile carpet, 32/6 yd; 54in double felt, 7/6 yd; bucket seats complete, 45/-; shell only, 25/-; new easyfit rubber window channel, 7d ft; for 30-page price list with practical hints and tips for all body repairs; over 200 mouldings, beadings, channels, windows, Perspex, trimmings, fittings, paints, etc., send P.O. 2/- and stamp.—Wings, 195, High St., West Wickham, Kent. [M4061

FOR every requirement, body fittings and trimmings, bucket seats, large selection including light steel frames, 25/-; upholstered Vynide spring cushions £4; tubular framed from £4/15; light alloy frames, 14in 65/-, 16in 65/-; trimmed Connolly hide, Dunlopillo £8/15; back lights (rear windows) from 26/6, cycle type wings; steel and light alloy window channelling, aluminium sheeting, mouldings and sections, body fittings; stamp list.—Derrington, 159-161, London Rd., Kingston 5621-2. [M1071

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MODERN CONTACT LENS CENTRE, 7(F), Endsleigh Court, W.C.1.—Deferred terms; booklet sent. [0994/R

FINANCIAL PARTNERSHIPS

INVESTMENT, motor business, 14% return guaranteed, £3,000-£6,000 required.—Box 8234. [9293

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LONDON Airport.—Steele Griffiths' new branch opposite London Airport, Middlesex, offers undercover garage facilities for those leaving or arriving by air; please book in advance.—Hounslow 4606 [0815/R

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YELLOW head lamp bulbs for Continental driving available for most makes.—Beverley Motors, Coombe Rd., New Malden, Malden 3232-3. [7598

NIGHT DRIVING GLASSES

CLEAR Vista night driving glasses, fitted with sodium oxide yellow filter lenses, are a must for every motorist; free interchangeable Crookes lenses give you a suitable sunglass for day use; complete 7/6 from your local garages or direct from Optical Products, Ltd., 370/372, Station Rd., London, E.7. [0583/R

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THE MOTOR PACKING Co., Ltd., London Colney, Herts (Tel. 3146), specialists with 40 years' experience in packing and shipping, can reduce your landed costs by their C.K.D. methods; collection and delivery f.o.b. or c.i.f. Branches Coventry and Liverpool. [0506/R

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INDIVIDUAL driving instruction, expert instructors, dual-control Austins.—Steele Griffiths, Ltd., London, S.E.5. Rodney 2201-6 [0813/R

AUTOMOBILE Engineering.—Whole-time technical and practical training leading to executive posts in the sphere of design, development, experimental work, operation, maintenance, repairs, sales. Extended courses to prepare for A.M.I.Mech.E., A.M.I.M.I. and City and Guilds examination. Courses in agricultural and aeronautical engineering also available.—Prospectus from College Secretary, The College of Aeronautical and Automobile Engineering, Sydney St., Chelsea, London, S.W.3. Flaxman 0021. [0536/R

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WEST LONDON REPAIR Co., Ltd. Wim. 6316-7.

FRONT and rear axles, suspension units, shafts, etc., straightened, heat treated, crack detected.—56a, High St., Wimbledon. [0586/R

ELEPHANT MOTORS, Ltd., Axleshafts, London's largest stockists of all makes. Can we help you? CROWN wheels and pinions; large stock for most makes, new and second-hand.—97-103, Newington Causeway, London, S.E.1. Tel. Hop. 3262. [0609/R

CROWN wheels and pinions, N.R. for Morris 8, 95/- pair; Ford 8, 99/6; Hillman Minx, £6/5; Singer 8 and 9, £6/5; Standard L.9, £5/15; Vauxhall, £6.—Witham's, 18, Balham Hill, London, S.W.12. Battersea 3280/3769. [0903/R

1500 all types, crown wheels and pinions and 3,000 axleshafts available, new or second-hand; parts despatched c.o.d., satisfaction guaranteed or cash refunded.—W. Machent & Son, Lockoford Lane Garage, Stonegravels, Chesterfield. Tel. 4615. [0223/R

BALL BEARINGS

DELIVERY from stock of all replacement bearings for British, American and Continental cars—AUTOMOTIVE Replacement Division, K.G.S. Bearing Co., Ltd., Macrome Rd., Green Lane, Tettenhall, Wolverhampton. Tel. Wolverhampton 51757 or 52260. Telegrams: Kages, Wolverhampton. [0152/R

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44/6!!—Witham's. Down in price again!! Brand new; written guarantee 12 months; 6 volt from 44/6, 12 volt from 85/-.—Witham's, 18, Balham Hill, London, S.W.12. Battersea 3280/3769. [0828/R

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NEW 12 volt 75 amp/hr storage and lighting batteries; £4/19/6, plus 10/- carriage each.—Mathew Brothers, Matbro House, 87, Beddington Lane, Beddington, Surrey. [8871

BATTERY plates, machine pasted, highest quality, squat and standard.—Send your enquiries to Oakley (Wolverhampton), Ltd., Horseley Fields, Battery Works, Wolverhampton. [4197

BATTERIES.—Part exchange your old battery for new or rebuilt unit charged ready for use, guaranteed one year; immediate exchange service, no waiting; batteries hired, tested, properly charged and repaired; R.A.C. appointed; hours 8.30-5.30, Saturday 1 p.m. Trade enquiries invited.—Speedwell, 3, Mardale St., Shepherd's Bush, W.12. She. 4224; also behind 96, Upper Wickham Lane, Welling, Kent. Tel. Woolwich 4396. Early closing Wednesday. [8657

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RICHFIELD replacement brake cables, England's leading manufacturers of brake cable units, British, Continental and American. 20,000 cables in stock, any type supplied or repaired; only genuine Bowden materials used; send for trade list; new cables from 2/- each. [0069/R

YOUNG'S brake lining service; send your brake shoes for relining with genuine Durox brake linings; prompt dispatch; quotations by return.—20/32, Tooting Bec Rd., London, S.W.17. Balham 7791. [0972/R

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COX-ATMOS economiser ensures more mpg and reduced engine wear.—Cox-Atmos Products, Ltd., 24, Widney Rd., Knowle, Birmingham. [0394/R

CARBURETTORS, ECONOMISERS

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ZENITH carburettors.

STROMBERG and S.U. carburettors.

GOWER & LEE, Ltd., supply new and replacement units; parts and service at Central London Depot.—Gower & Lee, Ltd., 1-2, Thornton Place, York St., Baker St., W.1. Welbeck 6828 (5 lines). [0835/R

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CARBURETTORS and pressure pumps.

SERVICE, tuning, repairs.

SOLE distributors.

W. H. M. BURGESS, Ltd., 32, Brunel Rd., Old Oak Common Lane, Acton, W.2. Shepherd's Bush 5361 (4 lines). It will be appreciated if you will 'phone for an appointment. [0655/R

W. WATSON & Co. (LIVERPOOL), Ltd.—Auto Electrical Depot, Oldham St., Liverpool, 1. Royal 7080 (10 lines).

OFFICIAL S.U. and Solex agents; large stocks of private and commercial, new and replacement.

S.U. and A.C. fuel pumps; prompt postal service. [0103/R

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, authorised main S.U. stockists and fitting station.—209, Balham High Rd., S.W.17. [0625/R

PARTS AND ACCESSORIES, REPAIRERS, ETC.

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S.U.—Official service depot.—Carburettors and petrol pumps reconditioned by return of post; rapid tuning service.—Pollards 1122.

MOSS & LAWSON, Ltd., 1076/1086, London Rd., Thornton Heath (2 minutes Norbury Station).
[0260/R

S.U. official carburettor agent, tuning by S.U. trained mechanics: car repairs.—Geo. Adams, 26-30, Rochester Mews, N.W.1. Gul. 4074. [0235

ZENITH, Solex, S.U., new and replacement units and spares.—John A. Sparks & Co., Main Distributors, Streatham Hill, S.W.2. Tulse Hill 5434 (4 lines).
[0323/R

VOKES Gasmaster for increased mileage; prices of all models 14/6; easily fitted; trade and retail supplied.—Comerfords, Ltd., Oxford House, Portsmouth Rd., Thames Ditton, Surrey. Emb. 2325/4. [0575/R

OFFICIAL ZENITH, Stromberg, Solex and S.U. agents; largest stock of carburettors and spares in the North; conversion sets for American cars, flexible petrol pipes and air filters; prompt attention to postal enquiries.—Lime St. Garages (L'pool), Ltd., Bolton St., Liverpool, 3. Royal 3232-33. [0252/R

TWIN carburettor units for 25% increase in power, giving up to 50% better acceleration, redesigned high-efficiency manifolds with twin-linked carburettors for Austin A30, Minor ohv £17/10, Minor sv, Oxford, Ford 8 and 10, Renault 750 £26, Consul £30; stamp list, performance figures.—Derrington, 159-161, London Rd., Kingston 5621-2 [M1071

CAR CARPETS

WOOL pile and rubber-backed carpets, ribbed Hardura and rubber mats, link mats, tailored to fit all models, popular colour range; state model, hp, year.

UPHOLSTERY covers, travel rugs, luggage covers and Octopus straps, prompt delivery, carriage paid.

THE CAR MAT Co., Ltd. (Est. 1930), 16, Colville Rd., Westbourne Grove, London, W.11. Bay. 6262/5.
[0164/R

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"SILVERNOIL" car covers, strong, durable, new process silver sheeting, guaranteed 100% waterproof, welded waterproof seams, reinforced eyeletting, light in weight, easy to handle, 9ft×6ft, 27/6; 9ft×12ft, 37/6; 15ft×12ft, 59/-; 18ft×12ft, 74/-; 20ft×13ft, 90/-; post and packing, 2/6; dust sheets, made from superfine parachute material, complete cover, 8/12hp 40/-, 14/30hp 60/-, post free.—H. C. Briggs, 88, Forest Rd., Walthamstow, London, E.17. Larkswood 2705.
[0321/R

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REFLECTORS heavily resilvered with 5-year guarantee 8/-, reposted same day.—Tewkesbury Plating Co., Tewkesbury. [7358

HEADLAMP reflectors heavily electroplated, 100% silver mirror finish guaranteed, 5/9 each; returned day received, send P.O.—R. E. Packer, Sion Place, Clifton, Bristol. [0308/R

HEADLAMP reflectors resilvered, 7/6 each, plus p. & p. 1/- each; cash with order; 24-hour service; trade enquiries invited.—Marshall Beresford, 18, Boston Place, Marylebone, N.W.1. Pad. 5995. [0032/R

CUT your plating costs on rechroming all car fittings, highest quality finish for over 50 years; keen prices; trade enquiries invited.—T. Smith & Co., Ltd., Estd. 1895, 35, Clerkenwell Close, London, E.C.1. Tel. Clerkenwell 7514. [0045/R

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CLAUDE RYE, Ltd.—Huge stocks of clothing, etc. at keenest prices.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [0645/R

CYLINDER BLOCKS

REPAIRED without distortion for electro deposition at 60° Fahr., no dismantling except for internal fractures; tensile strength greater than original; repair guaranteed; process as approved by A.A. and R.A.C.—Platanweld, 4a, Loftie St., S.E.16. Bermondsey 1486.
[0020/R

CYLINDER GRINDING, ETC.

CRANKSHAFT grinding.

CYLINDER boring and resleeving; precision work at lowest competitive rates to the trade.

GREGORY'S OF UXBRIDGE, Ltd., 53, High St., Uxbridge. Tel. Uxbridge 6432/5. [0366/R

LET us rebore your car on your own premises; supply pistons any distance.—Phasey & Sons, 45a, Brookhill Rd., Woolwich, S.E.18. Woo. 4657/6866. [0783/R

ENGINES rebored on your premises without removal from chassis, Van Norman process, Hepolite piston.—Maycroft Motors, 24, Lynton Rd., Hornsey, N.8. Mountview 4871. [0037/R

PRECISION engineers, camshaft and crankshaft rebuilding and grinding, 6ft capacity, boring and sleeving, metal spraying and welding cylindrical and bar grinding.

SPARE PARTS SERVICES (CRICKLEWOOD), Ltd., Edgware Road (Nr. Staples Corner), London, N.W.2. (Gladstone 2558/8716.) [0919/R

FOR first-class service and outstanding workmanship.—Hamilton Motors (London), Ltd., 466-490, Edgware Rd., London, W.2; and 169-171, Harrow Rd., W.2. Paddington 0022 (12 lines). [0096/R

BENSHAM LANE GARAGE, Ltd.—Crankshaft grinding line boring, bearings remetalled, reboring, sleeving, surface grinding.—32-34, Bensham Lane, W. Croydon. Thornton Heath 4126. [0510/R

STANTON & SWEET (Battersea 2242/3).—Crankshaft grinding and cylinder boring, piston and bearing stockists, specialists in overhaul of diesel engines; con rods remetalled line boring of main bearings, surface grinding and valve inserts fitted.—228, Garratt Lane, S.W.18. [0068/R

PRECISION super finished rebores with best pistons complete Austin 7 72/-, popular 8/10hp £5; 4-hr. service; exchange crankshafts stocked; surface, crankshaft grinding, remetalling, drums machined from 3/6.—Rowley & Louis, Summerland Gardens, Muswell Hill, N.10. Tudor 5670. [0292/R

J. AUSTIN & SONS, Ltd., specialists in cylinder reboring and sleeving, crankshaft grinding, line boring, con rods remetalled, 24-hour service; valve inserts, brake drums skimmed, cylinder heads refaced, all types of engines reconditioned including diesel; collection and delivery, trade supplied.—139-147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Elgar 6256-7-8.
[0005/R

CYLINDER HEADS

M.G. cylinder head, special head modified by M.G., comprising large valves, double springs, polished ports, 2 1½ S.U. carb, giving 9.3:1 comp. ratio; £45 o.n.o.—Kelly, Hatfield 3026, Herts. [9214

SILVERTOP H.C. light-alloy cylinder heads, develop up to 25% more power and performance, with greater economy, fit one to obtain the best from premium fuel, for Morris 8 series I and II, Ford 8 and 10 (Spigot dynamos), £8/10, Ford 8 and 10 (platform dynamo) £9, Morris series E £9/10, Minor, Minx and Talbot (sv), £10/10 stamp list; performance figures.—Derrington, 159-162, London Rd., Kingston 5621-2.
[M1071

DYNAMOS

PRIDE & CLARKE, Ltd.—For new and second-hand dynamos, starters, starter batteries, lamps.—Stockwell Rd., S.W.9. Brixton 6251. [M3068/R

ELECTRICAL EQUIPMENT

D.C. generator and panel; £50.—Hillcoate, Grangeview Rd., London, N.20. Hillside 9210. [9594

COUNTRY house diesel light and power plants, specialists 2 to 25kva, separate dynamos, alternators or engines; lists free.

POWERCO, Wandsworth Town Station Works, York Rd., London, S.W.18. Van. 5234 (10 mins Waterloo). [0620/R

CLARE'S MOTOR WORKS.—Second-hand and reconditioned exchange stocks of dynamos, starter, magnetos, distributors and S.U. pumps; quotations for repairs or replacements.—Clare's Motor Works, 260, Knights Hill, West Norwood, S.E.27. [0149/R

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ROLLS-ROYCE and Bentley.

JACK BARCLAY (SERVICE), Ltd.—Officially appointed repairers, will overhaul your engine or supply replacement for certain series.—Danvers St., Chelsea, S.W.3. Fla. 2223. [M1082/R

J. AUSTIN & SONS, Ltd.

IN stock, Ford factory reconditioned 8hp and 10hp exchange engines; also exchange V.8 22hp, V.8 30hp, V.8 32hp, Canadian and Mercury new Ford 8hp, 10hp and V.8 30hp engines; exchange Ford 8hp, 10hp and 30hp gear boxes; exchange Morris 10hp, 12hp Hillman Minx and Austin 10hp engines; also Austin 7hp blocks, crankshaft and con-rods exchange or replacement; trade supplied.—139-147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Elgar 6256-7-8. [0906/R

AUSTIN A70 reconditioned engine for sale; £85; exchange £47/10.—Uxbridge 3154. [9006

£15.—Ford V.8 engine with carb.—Hillcoate, Grangeview Rd., London, N.20. Hillside 9210.
[9595

AUSTIN 7 reconditioned engines, 3 bearing £34; 2-bearing £31/10; engines forwarded against returnable deposit; trade supplied.

B & H. MOTORS, Bignells Corner, South Mimms, Herts. Tel. South Mimms 2231-2. [M1020/R

MORRIS 8 Series E engine or parts wanted.—Particulars and price to Wilson, 120, Pear Tree Ave., Bramley, nr. Rotherham, Yorks. [9398

BEARTS OF KINGSTON, 102, London Rd., Kingston-on-Thames.—Wolseley reconditioned factory exchange units, series II and III.—Kingston 3348. [0467/R

ARMSTRONG SIDDELEY engines; immediate ex change or reconditioning; all units tested guaranteed six months.

ARCOT ENGINEERING, Ltd., 169, Fulham Rd., Chelsea, S.W.3. Tel. Kensington 7301. [0910/R

EUSTACE WATKINS, Ltd., Chelsea Manor St., sole London distributors Wolseley cars; exchange engines stocked for all models; any make of engine reconditioned. [0278/R

HUMBER, Hillman and Commer engine specialists, reconditioned Minx, £26; Humber Super Snipe, £50; factory reconditioned engines for all models from stock.

R. J. GRIMES, Ltd., Hadleigh Garage, Marlpit Lane, Coulsdon, Surrey. Uplands 3637. [0718/R

STOCKS OF BALHAM, crankshaft and cylinder grinders; reconditioned engines, Morris, Hillman, Austin, Commer Q4.—Tel. Bal. 4825, 11, Balham Grove, S.W.12. [0764/R

BLACKBIRD HILL GARAGE, Ltd., stock reconditioned engines for Austin Big Seven; 8hp, 10hp, 12hp, 14hp, 16hp, A40 and Commercial, Morris 8hp, 12hp and 10cwt vans; Standard 8hp; your old engine taken in exchange; please quote car numbers.

BLACKBIRD HILL GARAGE, Ltd., Kingsbury, N.W.9. Colindale 6134-5-8 [0657/R

FORD V.8/22hp exchange engines, cylinder sleeved standard, crankshafts ground standard undersize, con/rods resized, etc., 6 months' guarantee, £56; as above and rebored, £48; trade terms fitting or delivery if required.—Blackburn Auto Service, 41, Darlington Rd., West Norwood, S.E.27. Gipsy Hill 5137. [0505/R

EXCHANGE engine service to the trade; Austin, Morris, Hillman, Ford, Standard, Vauxhall, all models ex-stock, fully reconditioned and guaranteed; exchange and outright sale.—Capital Garage & Engineering Co., Ltd., 14, Princess Rd., Moss Side, Manchester 14. Tel. Moss Side 5466/7. [0274/R

GUARANTEED reconditioned replacement engines; Ford 8-10, £19/10; Morris 8, Standard 8, Austin 8, £23/10; Hillman 10, Austin 10, Vauxhall 10 and 12/4, £27/10; Austin A40, £30; Ford V.8, 22, 30, 32, £40; Vauxhall Velox, £42/10.—J. G. Ruther & Co., Ltd., Eastern Ave., Romford 2552. [0056/R

Engines and Accessories Wanted

TRIUMPH engine, 4-cyl., 1938/9.—Box 8152.
[9068

GARAGE EQUIPMENT

AIR compressors; Hymatic 2-stage 2½ cu ft 800lbs, £5/17/6, delivery 3/6; tanks from £1/2/6, and other air accessories

TEDDINGTON ENGINEERING Co., Ltd., Dept. M, 29-31, High St., Teddington, Middx. Kingston 1193.
[0369/R

HYDRAULIC trolley jacks, all makes and sizes, hardly used.—Kindersleigh, Ltd., Estate Office, High Legh, Knutsford. Lymm 417 [9277

CINCINATTI No. 2 horizontal milling machine, 4-speed, cone drive, £60; Bliss No. 18 power press, £50; Kamm surface grinder, pillar type with magnetic chuck, £10.—Hillcoate, Grangeview Rd., London, N.20. Hillside 9210. [9595

GARAGE EQUIPMENT

FLOOR scrapers, flexible, detachable blades; wire brooms; squeegees.—B.D. Co., Green Acre, Englefield Green, Surrey. [0767/R

Garage Equipment Wanted

AVERY Hardoll petrol pumps wanted, any model, any condition.—J. Whelan & Sons, 204, Pitsford St., Hockley, Birmingham 18. [6378

GEAR AND STEERING BOXES

ARCOT ENGINEERING, Ltd.

PRESELECTOR (self change) gear box specialists, as fitted to Daimler, Lanchester, Armstrong Siddeley, Riley, etc., cars; 48-hour reconditioning exchange services.—Arcot Engineering, Ltd., 169, Fulham Rd., Chelsea, S.W.3. Kensington 7301. [0121/R

STEERING nuts supplied for all types of cars, steering boxes reconditioned.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769 [0744/R

HUMBER, Hillman and Commer gear box specialists; exchange units for all models from stock; also complete range of gear spares.

R. J. GRIMES, Ltd., Hadleigh Garage, Marlpit Lane, Coulsdon, Surrey. Uplands 3637. [0658/R

GEAR box specialists; preselector, synchromesh, synchromatic, reconditioned exchange or repair service, most makes and models from stock; Government and municipal suppliers; guaranteed.

GONDAR MOTORS, Edgware Rd. (Nr. Staples Corner), London, N.W.2. (Gladstone 8716/2558.)
[0920/R

STEERING boxes reconditioned or exchange, nuts sold singly or made to pattern (fitted with immovable steel bush).—Foxley Garage, 1a, Elliott Rd., S.W.9. Reliance 2704. [8514

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FIRST grade guaranteed heavy duty new Goodyear rubber remould tyres; compare the value!

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SATISFACTION assured or money refunded under maker's full guarantee; many unsolicited testimonials; thousands sold and exported all over the world; save by purchasing direct.

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SHARMANS TYRE SERVICE for guaranteed deep tread and makers' remoulds.

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CARRIAGE by first passenger train 4/6 per tyre extra; all offered subject to prior sales.

SHARMANS, Lanark Rd., Maida Vale, London, W.9. Cunningham 7321-2. Please write or phone for prices of other sizes. [0758/R

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TYRES, tubes (used and remoulds) 13in., 14in., 15in., 16in., 17in., 18in., 19in., 20in., 21in., also tractor, commercial, ex W.D., beaded and oval sizes.—Cook, 589, Stapleton Rd., Eastville, Bristol. [0867/R

BULL'S.—A tyre for every job; new and remoulds, free fitting; call or let us quote; let us remould your own covers.—Bull's Rubber Co., Ltd., 173, Shaftesbury Ave., W.C.2. Tel. Tem. Bar 1747. [0774/R

TYRES.—New, slightly used and rebuilt in all car, lorry, trakgrip and tractor sizes; write stating your size and receive per return of post our quotation; post orders only.—The Goswell Rubber & Tyre Co., Ltd., 145-149, Camden Rd., N.W.1. Tel. Gulliver 5421 and 5422. Wires Goswelltire, Norwest, London. [0087/R

5000 guaranteed remould tyres: 500×19, 61/6; 500×18, 60/6; 500×16, 55/3; 500×17, 59/3; 550×16, 67/3; 550×18, 73/3; 600×16, 78/3; all other sizes available, remould or new; guaranteed sound inner tubes 5/- each; immediate despatch, carriage forward; satisfaction guaranteed or money refunded.—W. Machent & Son, Lockoford Lane Garage, Stonegravels, Chesterfield. Tel. 4615. [0224/R

Tyres Wanted

PLEASE send us your sound covers fit for remoulding; these sizes urgently required 450-17, 18, 19; 500-16, 17, 18, 19, 20; 5.25-16, 17, 18, 19, 20, 21; 5.50-16; 575-16, 600-16, 165×400, 15/- each; cash dispatched within 24 hours of approval; please label plainly.—Sharman's Tyre Service, Lanark Rd., Maida Vale, London, W.9. Cunningham 7321/2. [0800/R

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ALL types of wheels repaired, replacement service.—W. & L. Page, Pottery Rd., Brentford, Middlesex. Tel. Ealing 5538. [0680/R

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CLARE'S MOTOR WORKS.—Large stock wheels, wire Easy Clean and Artillery rebuilt and second-hand exchange service.—260, Knight's Hill, West Norwood, S.E.27. Gipsy Hill 0132. [0628/R

WEST LONDON REPAIR Co., Ltd., Wim. 6316-7.—Wire wheels repaired, converted, resplined, re-enamelled, Easy Clean wheels repaired, retrued.—56a, High St., Wimbledon. [0658/R

6000 car wheels second-hand, all types and years in stock; quotations by return; satisfaction guaranteed or cash refunded.—W. Machent & Son, Lockoford Lane Garage, Stonegravels, Chesterfield. Tel. 4615. [0222/R

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AUSTIN 7, 1932-34, £4/5; Ford 8/10, £5/5; trade also supplied.—D. W. Price, Neasden Lane, N.W.10. [0258/R

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HARROW district, filling station, including three rooms as accommodation or offices, 30,000 gallons per annum; £2,000 or offer.—Box 8085. [8875

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BUSINESS AND PROPERTY

FREEHOLD main road site about 19,000 sq ft, 160ft frontage, garage development approved. Herts; £5,500.—Apply Donaldson & Sons, 17-19, Dalston Lane, E.8. Cli. 2281. [9237

HANTS.—Main road service station, 3 pumps, 60,000 gallons annually, large garage, house, 3 bedrooms; turnover £13,000 p.a.; bargain, £9,000.—Edwards, 22, High St., N.W.3. [9361

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MESSRS. GLADDING, SON & WING, chartered surveyors, auctioneers and valuers, Gordon House, 14a, Ship St., Brighton, 1 (Tel. 23284), offer the following:—

EAST SUSSEX.—Excellent old-established garage and filling station on main road; extensive workshop accommodation; two detached bungalows; price for freehold, goodwill and equipment, £11,750.

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FURTHER particulars of above and other garages available from Gladding, Son & Wing, as above. [M2021a

GOY & RICHARDS, Ltd., the Motor Industry's Specialist Agents and Valuers for all purchases, sales and valuations of garages, filling stations, etc.—Goy & Richards, Ltd., 33, High St., N.W.3. Tel. Hampstead 4614. [0546/R

ALDRIDGES for motor businesses, garages and filling stations; all specialist services in sales, purchases and valuations in Home and Southern Counties.—Enquiries are invited to Estate Department, William Rd., N.W.1. Eus. 2352/2745/4515. [M1004

CHURCH, HOWARD & HILLS, Ltd., specialists, agents and valuers to the motor trade, offer selection of motor businesses available in all parts.—Details upon application, stating requirements, to 39, Kew Rd., Richmond, Surrey. Tel. Ric. 2351-2-3. [M1047

CAR Hire business, West London suburb; excellent local connection, good accounts; fine leasehold property and accommodation; takings £60 p.w. single handed, scope double; price £950 cash, plus balance on mortgage.—Sole agents: Adrian Barr & Co., Ludgate Gardens, E.C.4. City 2558 & 1147. [9264

TEWKESBURY.—Old-established business in prominent main street position; extensive freehold premises, showroom, service department; good equipment including four petrol pumps, two car lifts, etc.; price £14,000, s.a.v.—Stone, Hooper & Pickard, 1, Waterloo St., Birmingham, 2. [9390

GARAGE petrol stn. retail/dealer (six leading makes), wealthy Cotswold country town; fine mod. freehold prems., spacious showroom, workshops, 4 pumps, ultra mod. bungalow residence; T/O £55,000, no s/hand sales, petrol 70,000 galls.; closed evenings and week-ends; £26,000 (hall mortgage).—Lansley, 53, Friar St., Reading (tel. 4632). [9211

WILTSHIRE.—Expanding garage and motor engineers to the trade business, in good main road position; three petrol pumps and excellent petrol sales potential; good car sales, modern detached residence, three bedrooms, etc., audited accounts available, turnover 1952, £29,439; price £13,000 freehold, goodwill plant and equipment with stock at valuation; owner retiring.—For further particulars and appointments to view apply: Garage Department, Goddard & Smith, 22, King St., St. James's, S.W.1 [9265

FREEHOLD super petrol filling and services station, 8 pumps, 100ft forecourt, entirely covered in, extensive drive in; A30 main road, West of England, near important city; established over 30 years by present and only owner; spacious and well-maintained premises, comprising of garage accommodation, offices, showrooms, repairs, workshop, service bay, hydraulic lift; Tecalemit equipment, cellulosing shop; car agencies; all mains electric, with own switch over plant; together with adjoining land and bungalow; a most valuable project; owners retiring.—Box 8242. [9317

YORKSHIRE, near Bradford, main road garage and filling station with frontage of 150ft, workshop 4,000 sq ft; paint shop, machine shop, greasing bay, etc., four petrol pumps; petrol sales 2,000 gallons per week; residence, three bedrooms, two reception rooms, bathroom, W.C., separate garage; turnover 1952, £33,000; a comprehensive range of plant and equipment; ill-health necessitates an early sale; price freehold £23,000 to include goodwill, plant, equipment and stock, subject to contract.—For further particulars apply Goddard & Smith, 22, King St., St. James's, S.W.1. Whitehll 2721 (20 lines). [9209

Business & Property Wanted

NATIONALLY advertised used motor sales organization wish to rent showroom in the London area.—Box 7476. [M2075

£15,000 offered for small, compact garage/filling station within 60 miles London.—Write, G39, Edwards, 110, Cheltenham Rd., Bristol. [9362

FILLING station required main road, good gallonage, Home Counties preferred but all districts considered, private buyer, no agents.—Box 8296. [9509

PETROL station required in or around central or S.E. London.—Proprietors wishing to dispose of such stations are asked to get in touch with Box 8223. [9273

GARAGE filling station required, petrol sales about 60,000 gallons per annum, not North of London or London area, preferably West Sussex or Hants; this is not an agent's advertisement but a genuine enquiry.—Box 6308. [M2011

GARAGES and filling stations in London, Home and Southern Counties, well sited with good petrol sales, required for numerous applicants.—Please to Aldridges Estate Department, William Rd., N.W.1. Eus. 2352. [W1004

A FIRST-CLASS garage/filling station urgently required, Surrey Sussex or Hants, with good main agencies; cash purchase, £25,000; quick inspection.—Please send full details to Anthony D. Lewis & Co., 95, High St., Esher 3577-8-9. [W2071

£15,000 cash offered for service station not more 30-40 miles Central London; must be good main road; immediate inspection and decision.—Write or telephone Peter Long & Partners, Lion House, Richmond. Tel. Richmond 5651-4. [M2078/2

Business & Property Wanted

GARAGE required, well populated district, Bournemouth, Hampstead, Windsor or similar area; not to exceed £15,000 freehold; agencies or sub agencies; certificated figures; apply in strictest confidence to actual purchaser.—Box 8187. [9203

GARAGE with petrol sales wanted, own place sold and very anxious to obtain another business quickly; capital available, £6,000; would go higher if mortgage available; any area Southern Counties; urgent.—Box 8281. [M2078/1

PETER LONG & PARTNERS.—Agents and valuers to the motor trade, Lion House, Richmond, Surrey. Tel. Richmond 5651-2, require immediately, for genuine applicants, filling stations and garages throughout the United Kingdom; wners assured of confidential and private transactions.—Garage Sales Dept., M.I.M.E., A.M.I.E., Peter Long & Partners [M2078

BUSINESS OPPORTUNITY

TRAINED motor engineer, former M.O.T. driving test examiner, experienced garage management, driving schools, etc., invites propositions; capital available; references.—Box 8296. [9507

PROGRESSIVE petrol station and service garage, "A" road West Sussex; good car sales potential; wishes to increase car stock but lacks finance for this purpose; excellent frontage, ample space and facilities, dealers prepared to loan continuous supply of good vehicles on mutual terms.—Please write to Box 8295. [9506

SITUATIONS VACANT

The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is excepted from the provisions of The Notification of Vacancies Order, 1952.

ASSISTANT storekeeper required by South Coast Ford distributors.—Apply Box 8293 [9504

EXPERIENCED car salesman required by old-established West London Company.—Box 8041. [8780

WANTED, skilled motor mechanics, good rate of pay and working conditions.—Egham Motor Co., Egham. [8863

STORES manager or storekeeper for Ford main dealers, excellent prospects.—West Riding Motor Co., Rotherham. [8862

REPRESENTATIVE calling on garages to introduce the goods of a well-known loose cover manufacturer; good commission.—Box 8188. [9204

EXPERIENCED Ford mechanic required, good wages, bonus and pension scheme.—Verulam Motor Co., Ltd., London Rd., St. Albans [8591

RECEPTIONIST/Cost Clerk with Ford experience required by.—Verulam Motor Co., Ltd., Main Ford Dealers, London Road, St. Albans. [8592

SENIOR car salesman/buyer reqd. N. London; promotion, main agencies, large turnover, exc. salary and comm.—Write in confidence to Box 8207. [9242

ASSISTANT manager for service dept.; sound tech. and clerical exp necessary.—Write application to John A. Sparks & Co. Nuffield Depot, Streatham Hill, S.W.2. [9240

EXPERIENCED commercial vehicle salesman, also junior car salesman, required, Croydon area.—App.y, giving age experience and salary required.—Box 8212. [9248

ROOTES Group dealer in North Hertfordshire requires salesman with experience in second-hand cars and commercial vehicles; must be able to cultivate new contacts; excellent prospects.—Box 245. [9296

AUTO-ENGINEERS require receptionist - costing clerk, must have previous experience and possess mechanical knowledge; apply by letter stating age, etc. —25, Dulwich Village, S.E.21. [9419

STORES assistant required by Ford Main Dealer in East Anglia. Ford spare parts experience preferred but not essential.—Apply in writing to W. Harold Perry, Ltd., 817, London Rd., Westcliff-on-Sea, Essex. [8926

LEADING company of Vauxhall and Bedford main dealers, covering extensive territory, require a first-class sales manager, write in first instance, giving age and details of experience to date, to—Box 8244. [9293

TWO experienced car salesmen: a lot of money and permanent jobs await real working salesmen of variety on new and used post-war cars, with main territory South London; full support for right men; all particulars to—Box 8247. [9299

MOTOR salesman with first-class record required at once to take over new and used vehicle sales; keen junior for advancement considered; estab. connections; plenty of scope; Rootes Group main dealers for North Bucks.—Tompkins, Moss, Ltd., Central Garage, Bletchley. [9442

MANAGER-salesman-buyer required for East London district; capable of entirely taking charge of corner site garage which offers first-class opportunity of progress for the right man.—Reply, stating age, approx. salary, etc., required to Box 8189. Please mark letter private. [9205

WELL-established main distributor in the south-west of England have vacancies for sales staff; knowledge of motor industry an advantage but not essential; smart appearance, good education and pleasing personality necessary; highest references required. —Box 8190. [9206

MOTOR fitters required immediately, must have good experience of servicing and overhaul of cars and commercial vehicles (up to 7ton); 5½-day week; apply stating full details of experience either by letter or in person to the—Service Manager (Mr. E. A. Coulam), C. W. Fayos, Ltd., Talbot Garage, Mersey Sq., Stockport. [9522

AN attractive position, Midlands distributor of specialist cars urgently requires a really first-class salesman possessing the ability to directly effect the sale of high-class new cars, also general sales (new and used), every assistance given in developing connection; applications welcomed from older men who are active and physically fit.—Reply to Box 8040. [8779

MOTOR car salesmen with the highest qualifications and preferably those with trade and retail connections in the Greater Metropolitan area are invited to apply for positions offering a substantial and progressive future in high performance cars and exclusive franchise.—Applicants should write in confidence to Managing Director, Brooklands of Bond St., 103, New Bond St., London W.1 [9463

SITUATIONS VACANT

A.E.C., Ltd., require experienced designers and draughtsmen to fill vacancies in engineering department following extension to premises which is due for completion by the end of October; experience of the automobile industry preferred; good salary offered, permanent employment, 5-day week and pension scheme.—Applications in writing, giving age, experience and salary required, to Staff Records Office, Windmill Lane, Southall, Middlesex [9289

OUTSTANDING opportunity occurs for a fully experienced working foreman to take complete charge of workshops in progressive main road garage outside London; applicants must be first-class engineers and fully conversant with staff control, costing and estimating, etc.; knowledge of Rover vehicles an asset, but not essential; successful applicant will be paid £1,000 per annum plus free living accommodation; only men with first-class references need apply.—Please write stating experience and qualifications to Box 8286. [9499

SALES manager required by Appleton & Arundale, Ltd., Rootes Group Distributors in North and East Riding, Yorkshire; applications in writing for this responsible position must be from persons of outstanding ability, at present employed in a similar or senior sales capacity; comprehensive details of previous experience, education, domestic circumstances, present remuneration and other considered qualifications should be submitted, from which detail, selection for interview will be considered; the appointment has both excellent prospects and pension.—Write Sales Director, Appleton & Arundale, Ltd., Northway, Scarborough. [8927

VEHICLE sales manager required by leading British importer of British and American cars and trucks; must have the experience and qualifications to establish and maintain comprehensive sales promotion department throughout the Gold Coast, West Africa; age not over 40, salary £1,500 per annum; this is a key position, and promotion will depend on the development of the department; tours in Africa 18-21 months, followed by substantial leave on full pay; passages, including family, furnished quarters and medical attention in Africa free; contributory pension fund includes family benefits; kit allowance; Colonial income tax.—Reply to Box 8248 [9300

NUFFIELD distributor, situate Southern England, will shortly require retail sales manager, fully experienced all Nuffield products; the successful applicant must be able to make and maintain high-level contacts, be capable of the daily direction and control of sales staff; special consideration offered young, keen, ambitious applicant possessing administrative ability, prepared undertake special training under existing sales manager due promotion elsewhere; the position offers very considerable scope and opportunity for future advancement, and only those with highest reference and attributes of leadership need apply; applicants should give the fullest possible details of past history and will be treated in strictest confidence; all applications answered.—Box 8246. [9298

SITUATIONS WANTED

EXPERIENCED salesman and buyer used cars, age 47, at present working on own account; S. London preferred.—Box 8294. [9505

ADVERTISER, 23 years' motor trade 15 years' Ford experience, seeks position receptionist, salesman, representative; Surrey or S.W. London area.—Box 8303. [9514

PROGRESSIVE position required with reputable firm; advertiser, public school education, own car, aged 25; previous experience covers most aspects of trade; resident North London.—Box 8184. [9218

ACTIVE Englishman, 45, fluent French, 18 years motor trade, sales, export and service; excellent contacts France and French overseas territories, seeks responsible position car or allied industry.—Box 7837. [8539

ADVERTISER, 30 years' unblemished experience high-class car sales, seeks sales appointment in the west country or southern provinces where first-class knowledge, good personality and ability to produce sound trading results would be valued.—Box 7941. [8536

BOOKS, ETC.

"AUTOCARS," 1950-53 inclusive, one or two missing, best offer secures; also 1948-9 part.—Box 8241. [9316

22000 Instruction manuals, spares lists wiring, timing, lubrication charts, enquiries stamped envelope.—Final, 15, Nashleigh Hill, Chesham, Bucks. [7606

HANDBOOKS: Austin, Ford, Hillman, Morris, Standard, Vauxhall, 5/6; Rover, Volkswagen, Wolseley, 8/6; Riley, Singer, 10/6; Alvis, Chrysler, M.G., 15/6. Workshop manuals: Morris, Wolseley, 16/-; Jowett, 19/-; Austin, 27/6; M.G., 31/3; Riley, 32/3; catalogue 6d; enquiries, stamp please.—Gray, 4, Chantry, Hurstpierpoint, Sussex. [M2060

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LONDON.—Bed/breakfast, 3 minutes Paddington Station.—58, Gloucester Terrace, W.2. Paddington 7197. [9399

LONDON.—Near Olympia and Earls Court Exhibition; bed/breakfast from 15/-.—Armsden, 32, Philbeach Gdns., Earls Court, S.W.5. Frobisher 6232. [9283

CRAVEN House Hotel, 42, Craven Hill Gardens, W.2, 5 mins. Paddington Station.—High-class B. & B. Tube direct Earls Court. 'Phone Pad. 5998. [8907

12, Hans Rd., London, S.W.3 (Ken. 5951). Convenient for Motor Show, shops and sight-seeing. Rooms 17/6-25/-, including breakfast. Parking. [8664

LONDON (conv. Earls Court).—Bed/breakfast from 12/6 nightly. Exc. food, lounges, h. & c., etc. Book now.—Devon House Hotel, 37/38, Bernard St., Russell Sq., W.C.1. Terminus 5856. [8917

LONDON.—Room and breakfast from 13/6; good position and easy reach Motor Show (small hotel, well recommended).—The Belmont, 104, Sussex Gardens, Hyde Park, W.2. Pad. 8103. [8663

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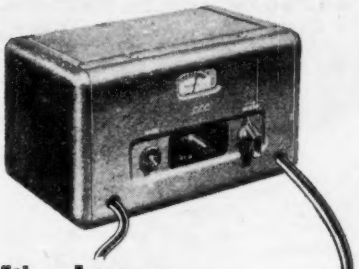

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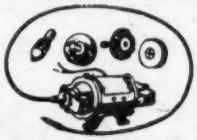

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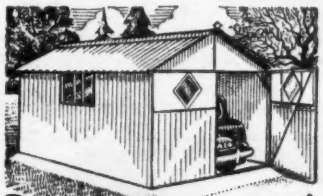

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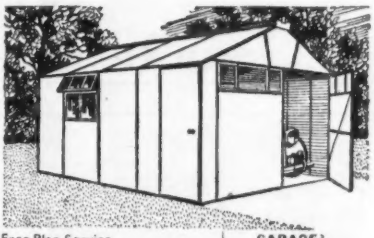

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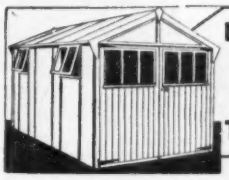

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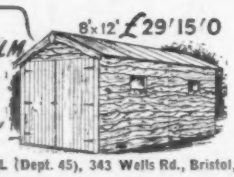

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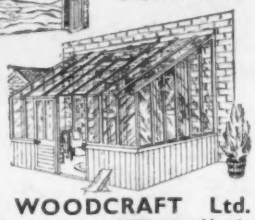

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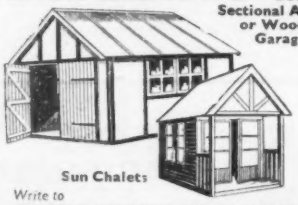

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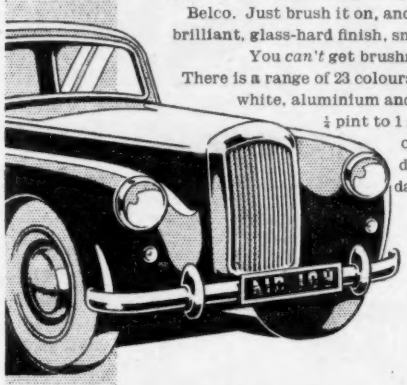

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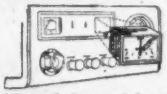

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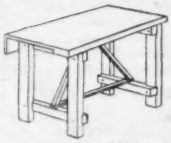

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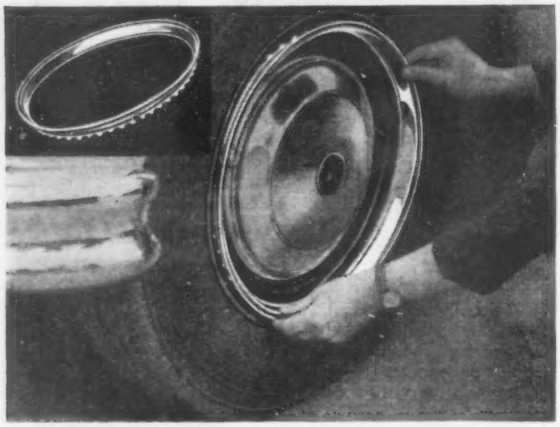

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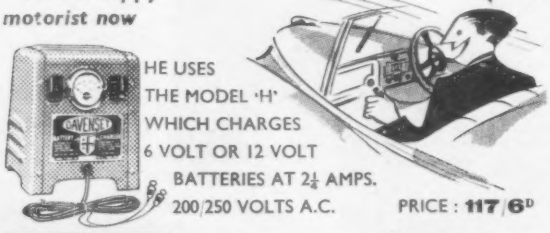
—he's a happy motorist now



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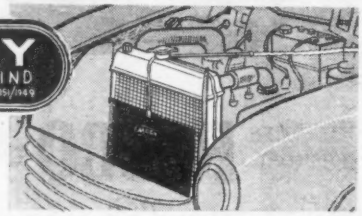

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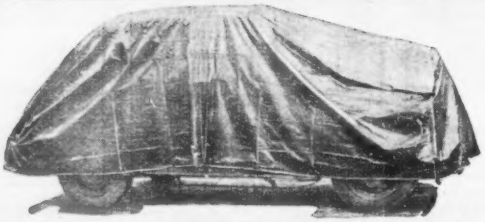

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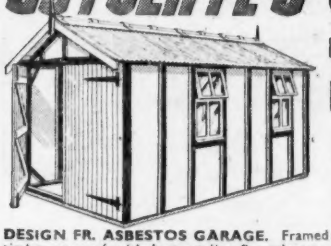

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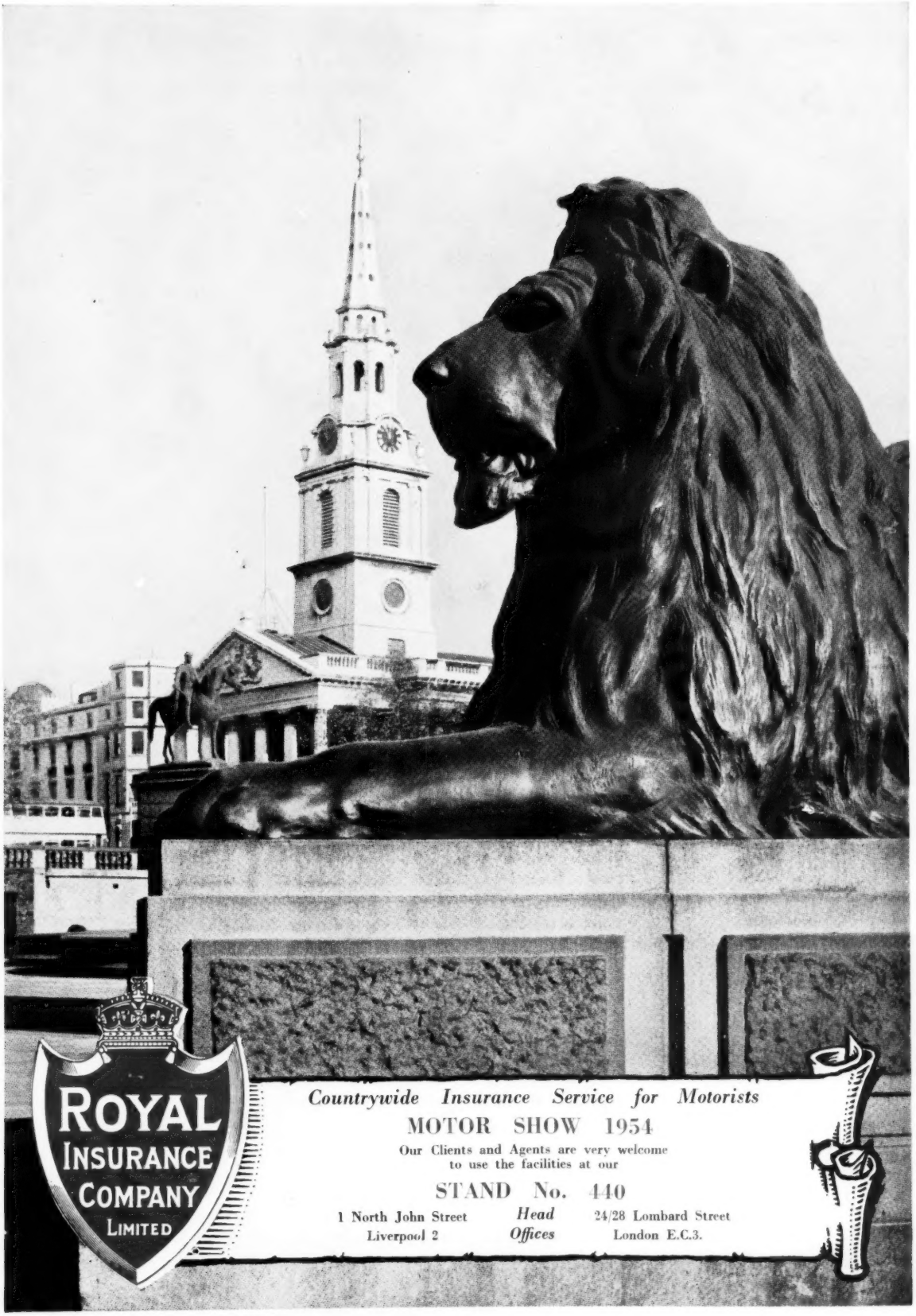
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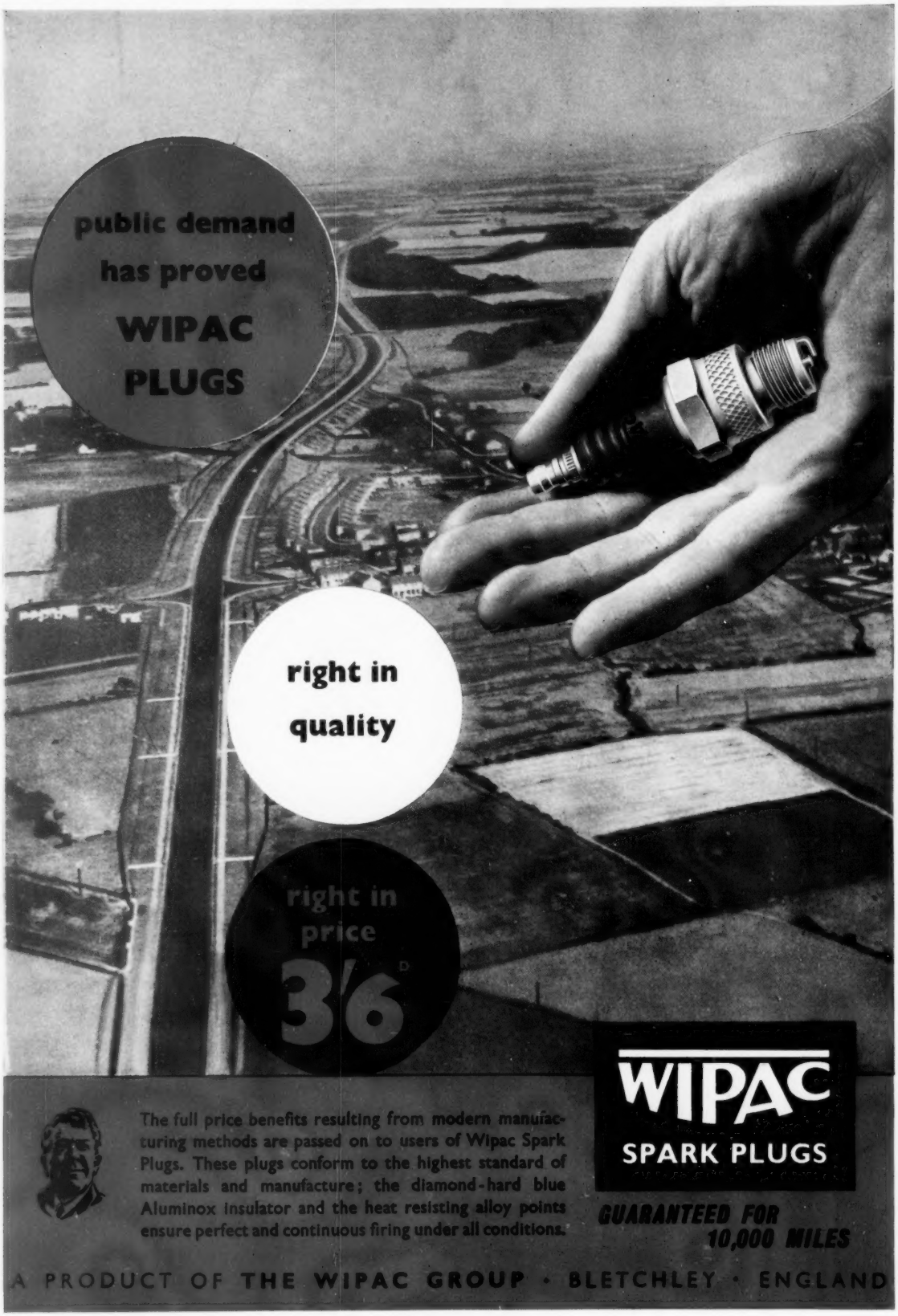
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